

FINAL

EIR-81-5

EAST "J" STREET CONDOMINIUMS

prepared by
City of Chula Vista Planning Department
Environmental Section

Issued by
Environmental Review Committee
July 23, 1981

Certified by the
Chula Vista Planning Commission
September 30, 1981

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List of Technical Appendices

The following reports are on file and available for public review at the Chula Vista Planning Dept. 276 Fourth Avenue, Chula Vista, CA

1. Soils & Geology, Special Study
2. Acoustical report & supplemental
3. Biological survey
4. Archaeological survey
5. Traffic study
6. IS-81-9 East J Street Condominiums

EIR-81-5
EAST "J" STREET CONDOMINIUMS

1.0 Introduction

1.1 Purpose

It is the purpose of this Environmental Impact Report (EIR) to determine what significant environmental impacts would result from implementation of the project, propose mitigation measures to reduce the adversity of the impacts, and consider alternatives to the project as proposed.

This EIR was required by the Environmental Review Committee of the City of Chula Vista after conducting an Initial Study on the project (IS-81-9) and reviewing the current development plans for the property. The Committee concluded that there could be one or more significant impacts and required that the EIR be focused on the issues identified in the Initial Study (IS-81-9).

This EIR is an informational report for decision making authorities and the public. It is not an engineering document nor is it a report which recommends approval or denial of the project.

1.2 Executive Summary

This EIR evaluates the environmental effects of the proposed development of 6.27 acres at the northwestern quadrant of I-805 and East J Street, with 28 single family attached, one single family detached dwelling units and a recreational facility

The topography of the site is steep with an average natural slope of about 30%. The development of the property would result in a significant land form alteration. This will result in an aesthetic effect which can only be reduced through a decrease in density. East J Street is designated as a scenic route in the General Plan. The view shed from this street will be significantly and negatively affected.

The project will have direct line-of-sight exposure to the noise from I-805 traffic. A maximum 45 dBA interior noise level will have to be achieved. Maintaining a 65 dBA level on the private open spaces located on deck areas would require the use of solid barriers or glass shields at least 4 ft. in height.

The project will generate about 236 new vehicle trips per day. The streets and intersections in the vicinity of the project will not be significantly affected by this increase in traffic. The sight distance from the access drive is limited because of the grade of the street as it approaches East J Street. A sight distance of 500 ft. must be provided to assure an adequate and safe view. The alternative of providing access to East J Street near the southwestern corner of the property would provide better sight distance but would create turn movement problems because of inadequate distances between intersections.

Other effects of this project can be mitigated to a level of insignificance through standard development techniques.

2.0 Project Description

2.1 Location

The project is located on the north side of East J Street to the west of the I-805 right-of-way. (See attached locator map. Fig. 1)

2.2 Discretionary Acts Required

Implementation of the project as proposed would require the approval of several discretionary acts by advisory and decision making authorities of the City of Chula Vista.

The first of these actions would be a zone change from the existing R-1-H (single family residential with the Hillside Modifying District, R-1 (single family), and PC (Planned Community), to R-1-P (single family subject to a precise plan). Also to be considered will be a subdivision map and the architectural approval by the Design Review Committee.

A portion of the property is owned by the City of Chula Vista and could be used for any future widening of East J Street. This property would have to be sold to the developer or other arrangements made with the City if the project is to be implemented as it is currently planned.

2.3 Project Characteristics

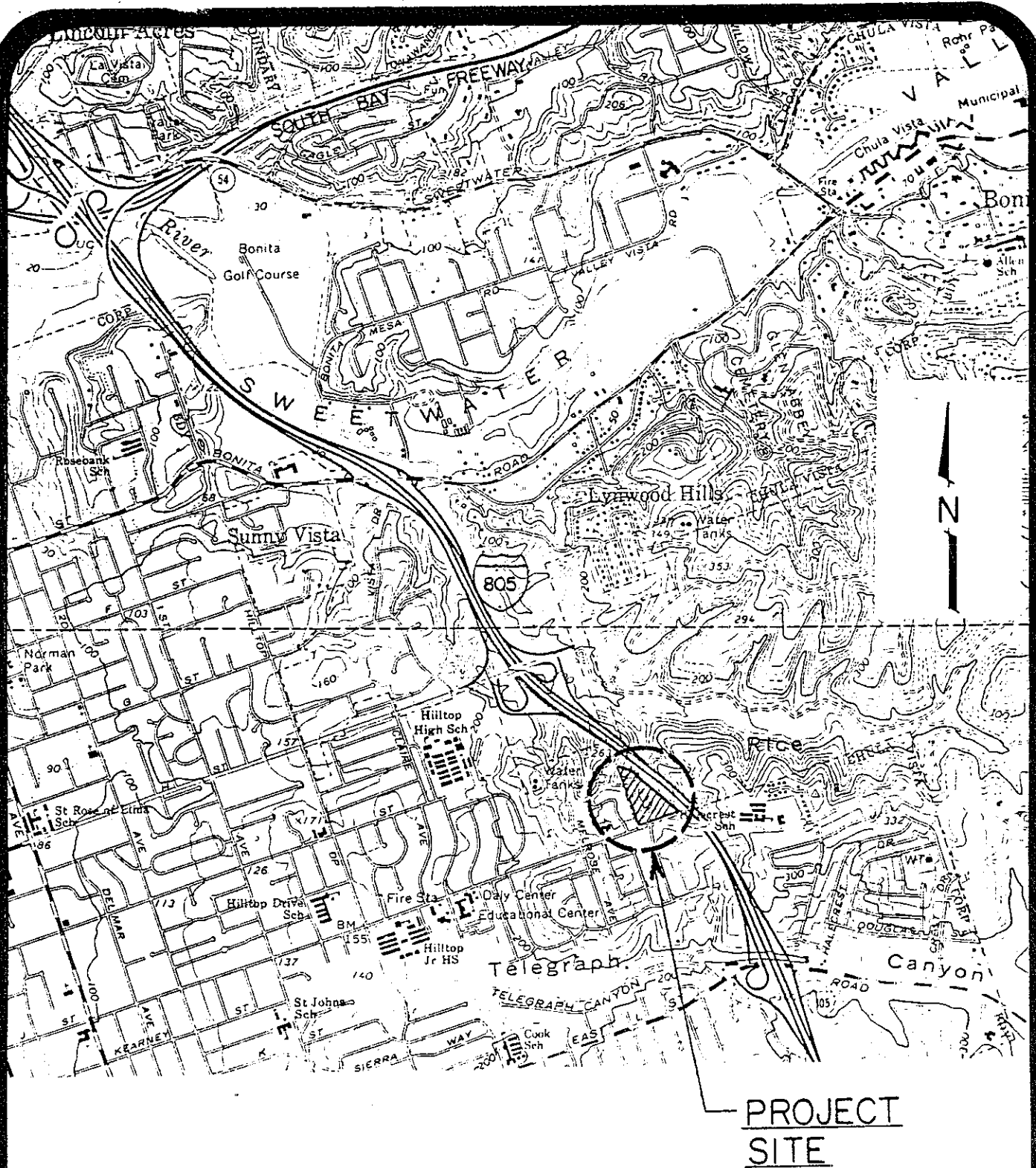
The proposed development would include 30 lots, 28 of which would be developed with single family attached dwelling units, one with a single family detached dwelling unit and one lot would include open space (natural and manufactured slopes), the proposed recreation structure, the private access drive and guest parking. The density of the project would be 4.625 dwelling units per acre. (6.27 ac ÷ 29)

The dwellings would include three different floor plans. Twenty one of the units would have one level at the elevation of the private access road and two levels below that elevation. Seven of the units would have 1½ floors above and 1½ floors below the access drive/garage level. The single family detached dwelling would be a two story structure.

Parking would be provided in two car garages for each dwelling unit and in 16 parallel guest parking spaces along the private access drive. Private open space would be provided in balconies along the northern and eastern sides of the attached units.

The recreational facility would consist of a recreation room, kitchen, bath/jacuzzi and deck area.

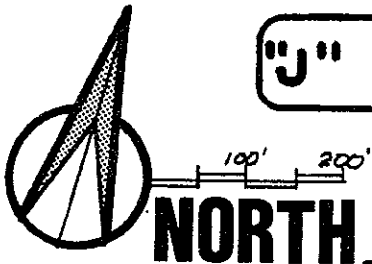
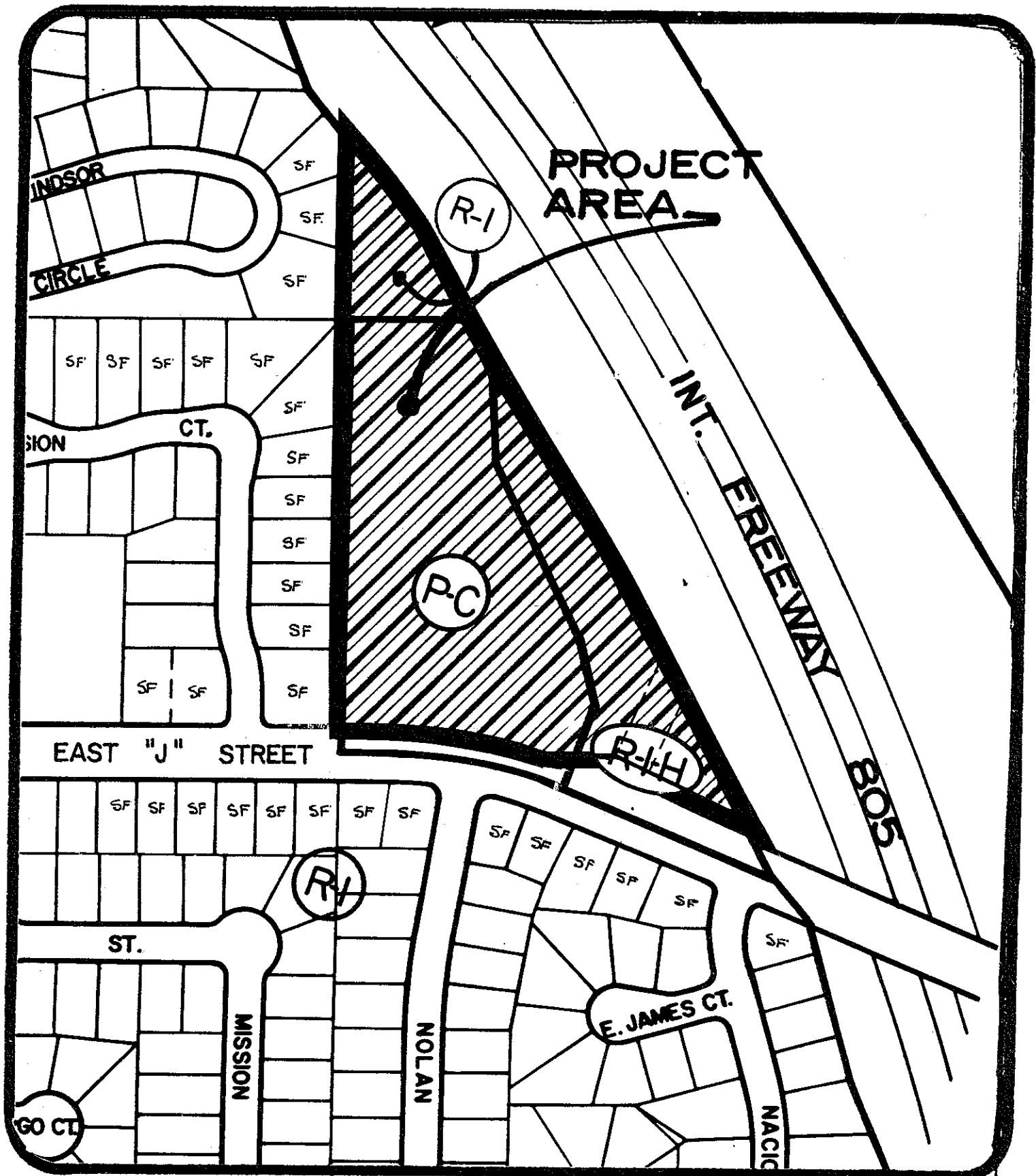
Sewer service would be provided by collection with a private system on-site and disposal in the East J Street public sewer via a private pump station and force main.



LOCATION MAP

SCALE: 1" = 2000'

FIG 1

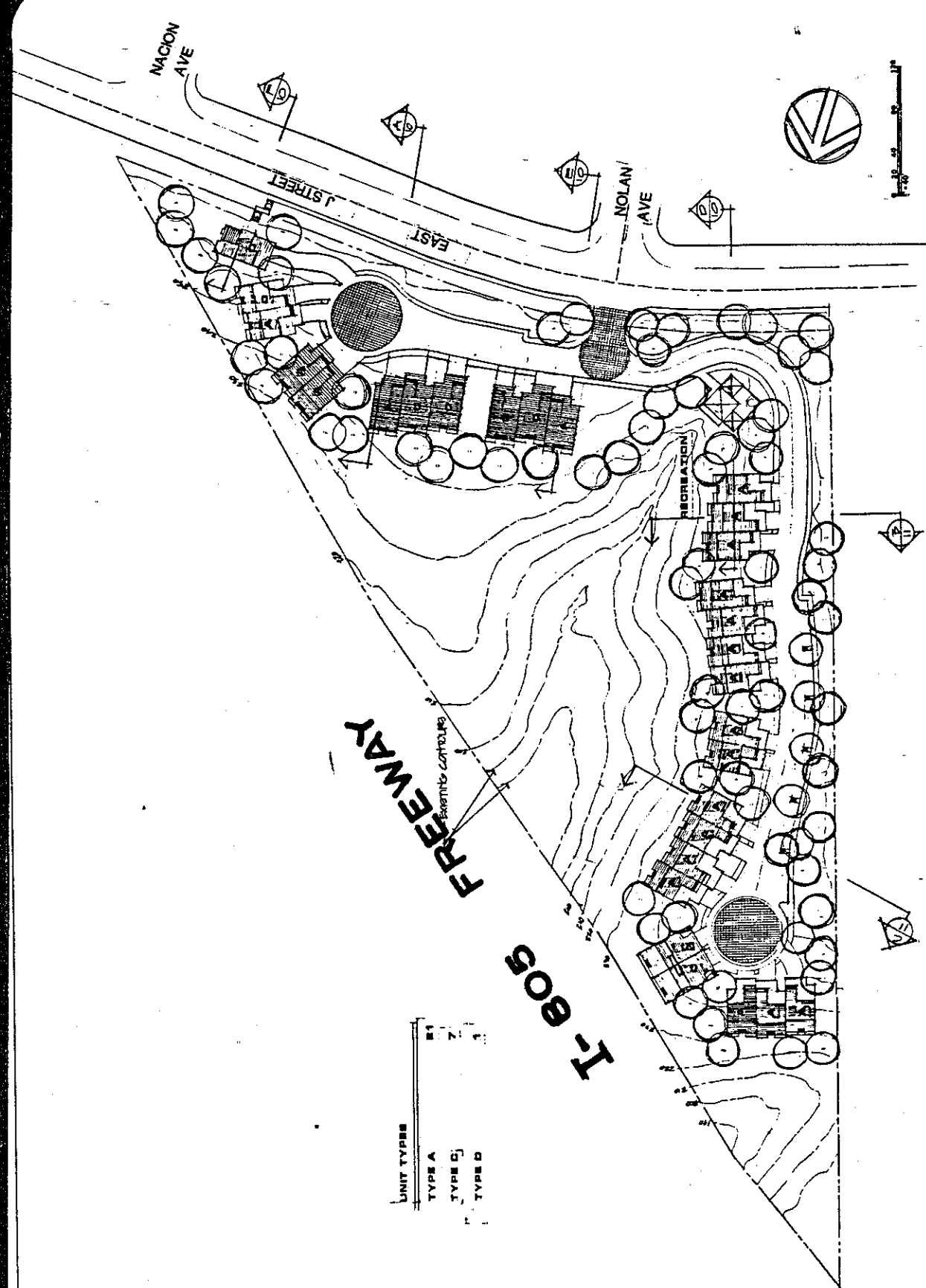


"J" STREET

CONDOS

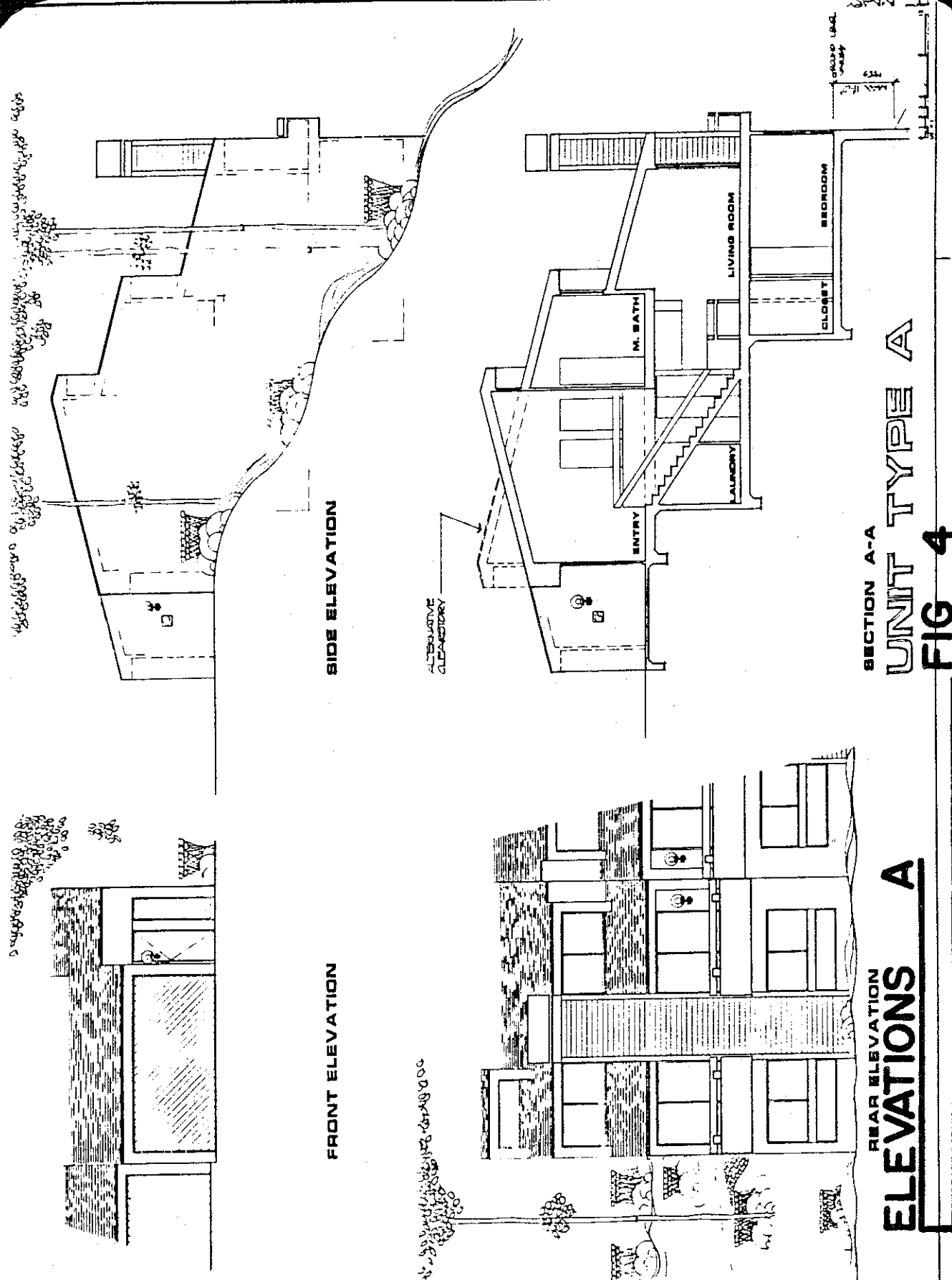
LOCATOR FIGURE

2



SITE PLAN
FIG 3

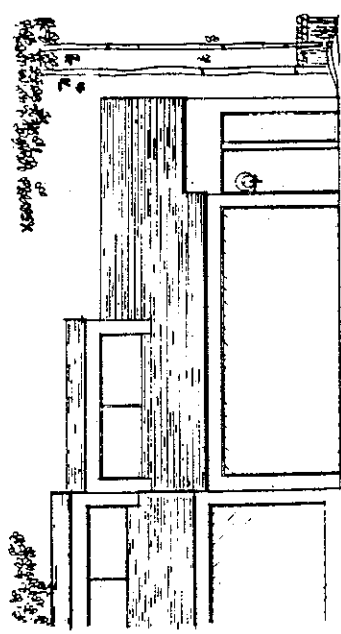
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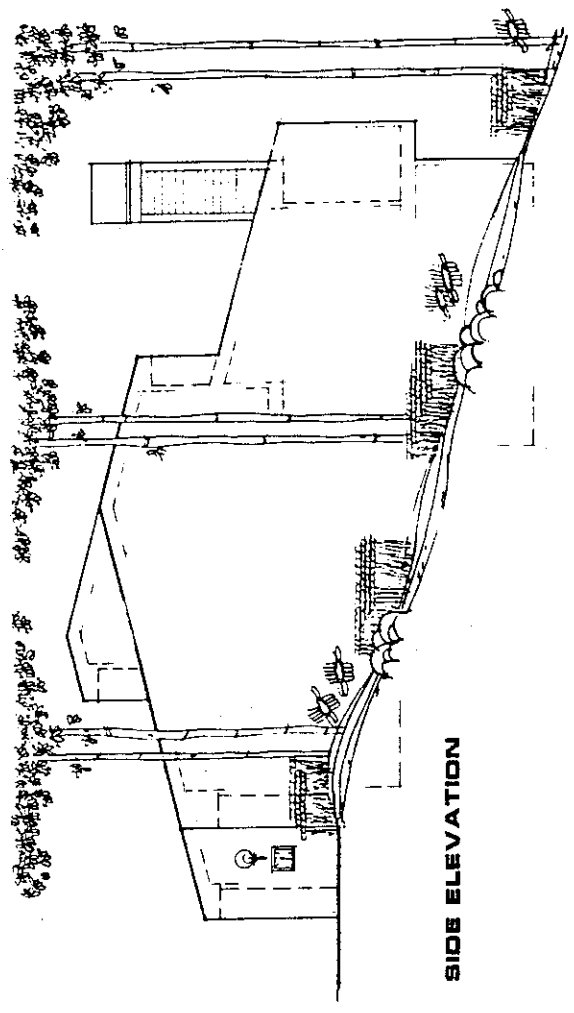
SECTION A-A
UNIT TYPE A
FIG 4

REAR ELEVATION
ELEVATIONS A

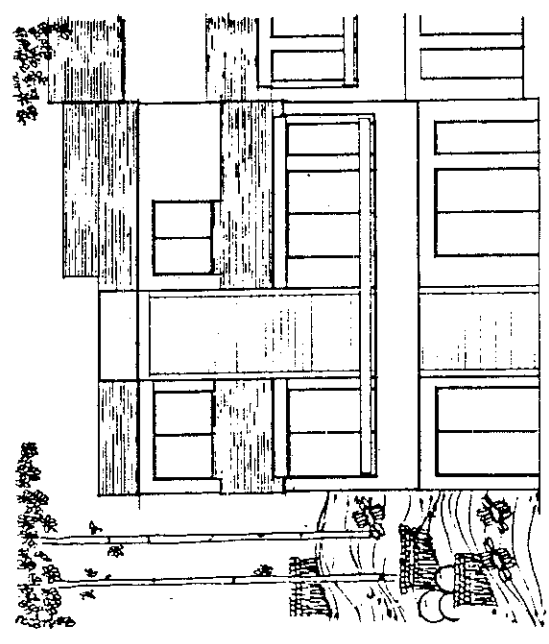
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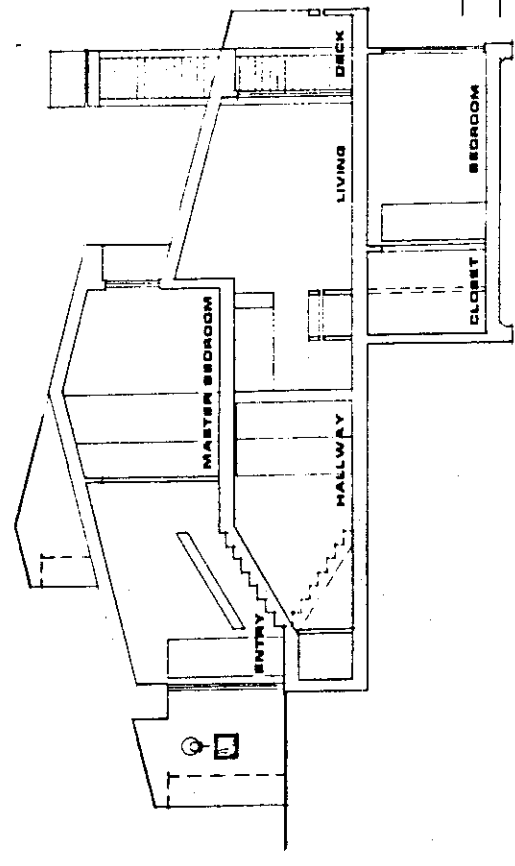
FRONT ELEVATION



SIDE ELEVATION



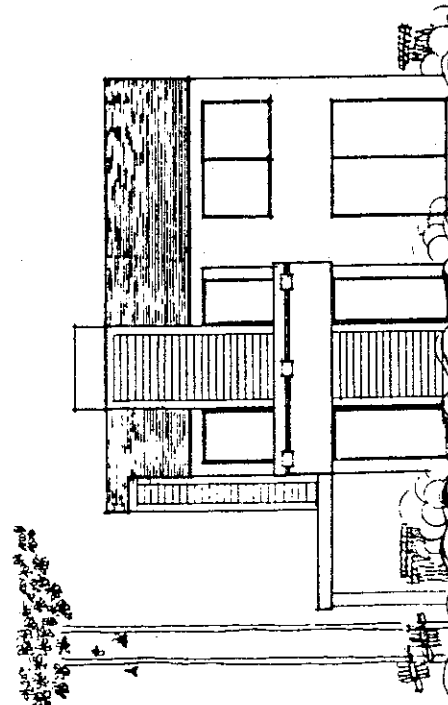
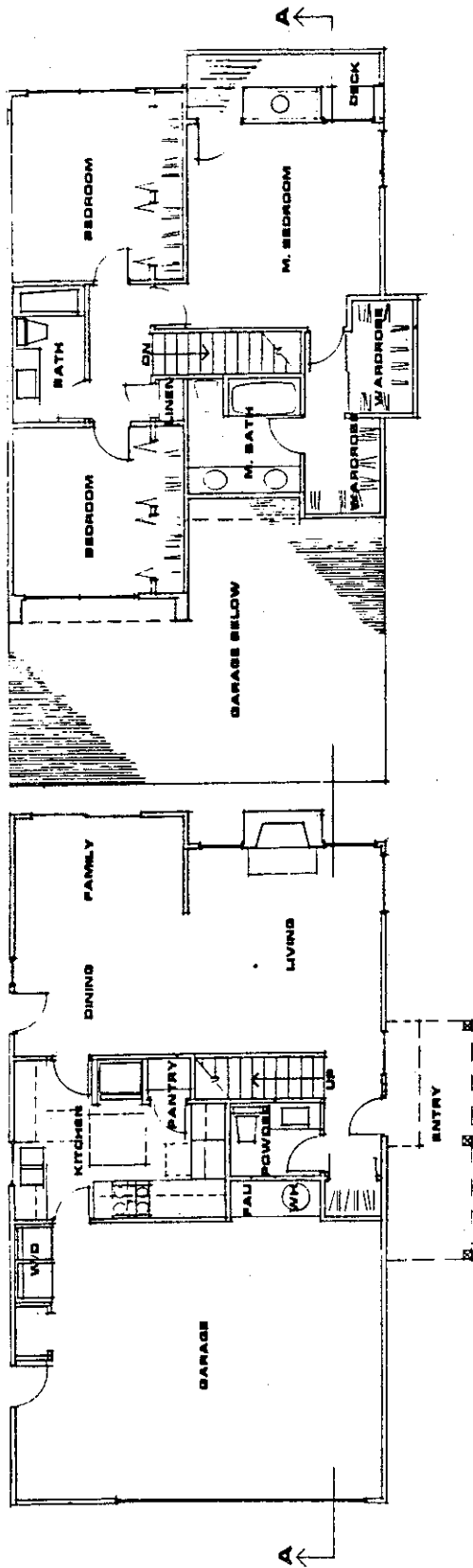
REAR ELEVATION



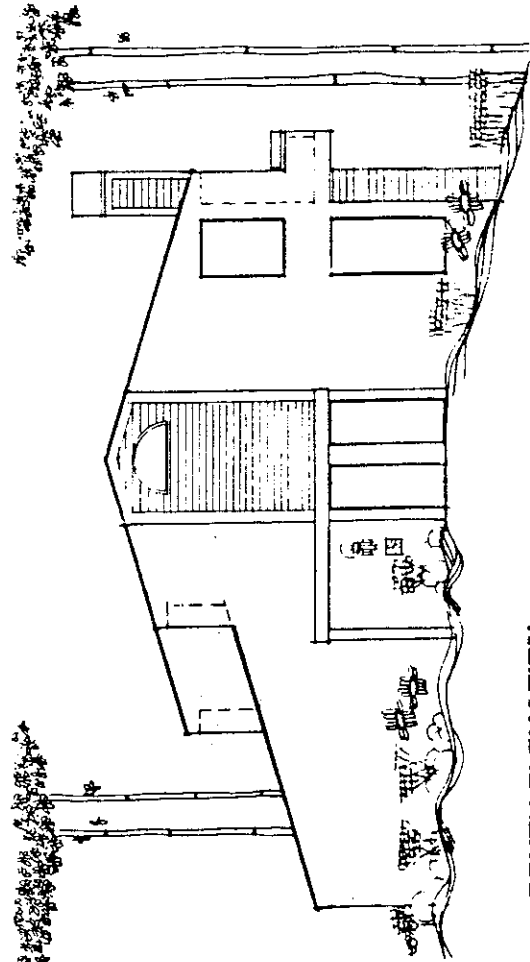
SECTION AA

ELEVATIONS B

UNIT TYPE C FIG 5



EAST ELEVATION
ELEVATIONS C



SOUTH ELEVATION

UNIT TYPE D
TOTAL COVERAGE 1700 sq.

FIG 6

3.0 Impact Analysis

3.1 Geology/Seismicity

3.1.1 Project Setting

The limited exposures on the site show no field evidence for the existence of faults on the subject property. Reconnaissance of nearby exposures suggests that a branch of the La Nacion fault zone may be located north-east of the property, underlying I-805. No published geologic maps or reports show faults to cross the site. The most likely seismic factor to impact the site is the effect of groundshaking produced by earthquakes on active faults in the San Diego region. The two faults considered most likely to produce significant groundshaking at the site are the Elsinore and the off-shore Coronado Banks faults. Expected peak bedrock accelerations of .20g might be anticipated at the site as a result of a magnitude of 6.0 earthquake on the Coronado Banks fault.

No evidence of deep-seated slope instability was noted in the field or in analysis of aerial photographs. Surficial sloughs are occurring along the vertical gully walls where downcutting has exposed colluvial soils.

Surficial soil creep may be occurring on the steeper slopes as evidenced by an apparent thickening of colluvial soils at the toe of these slopes. (See attached Geology map Fig. 7)

3.1.2 Impacts/Mitigation

Field reconnaissance shows no evidence of fault(s) crossing the property. A branch of the La Nacion fault zone may underlie I-805, northeast of the site. Sub-surface investigation during preliminary soils and geologic foundation studies will better determine if any previously unmapped faults do cross the site.

The primary seismic factor that would impact the proposed development is the effect of groundshaking from an earthquake centered on the Elsinore or Coronado Banks faults. Bedrock accelerations of .20g could be expected at the site following a 6.0 magnitude earthquake on the Coronado Banks fault. The effects of groundshaking can be effectively mitigated by adhering to the Uniform Building Code or state-of-the-art seismic design parameters of the Structural Engineers Association of California.

There are no geologic units within the property boundaries that are subject to landsliding. Shallow sloughing and soil creep may occur in colluvial soils at the foot of the steeper slopes, although these conditions would not affect the proposed development.

GEOLOGIC MAP

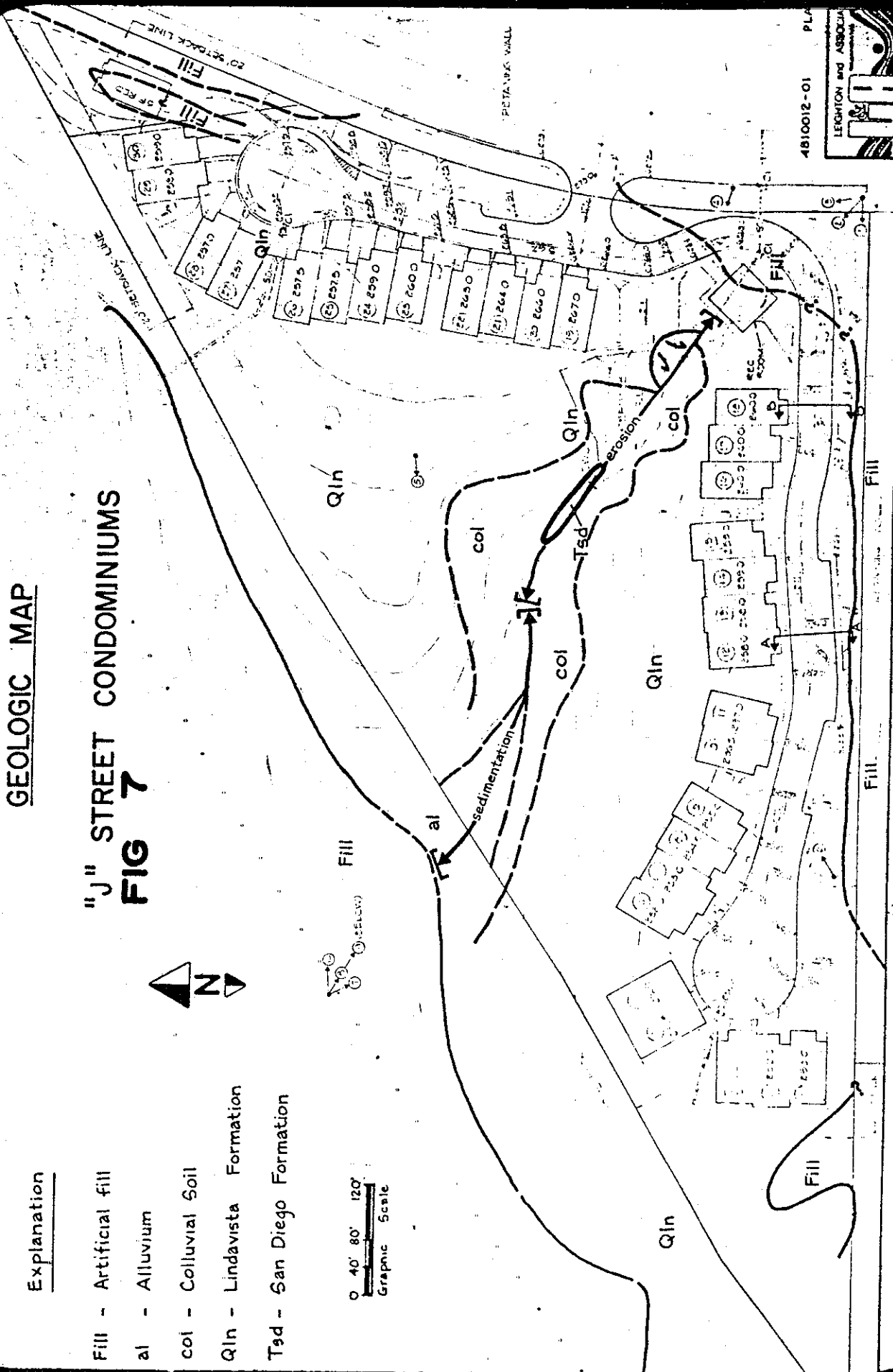
"J" STREET CONDOMINIUMS
FIG 7



Explanation

- Fill - Artificial fill
- al - Alluvium
- col - Colluvial Soil
- Qln - Lindavista Formation
- Tsd - San Diego Formation

0 40' 80' 120'
Graphic Scale



3.1.3 Analysis of Significance

The project will not be subjected to any geologic or seismic hazard greater than that typical of the region. Therefore there will be no significant impact.

3.2 Soils

3.2.1 Project Setting

The site is underlain by artificial fill, colluvial soils, alluvial soils, Lindavista Formation and San Diego Formation. The distribution of these materials is shown on Fig.7, Geologic Map.

Compacted fills associated with construction of East "J" Street and the Hilltop Panoramas subdivision are located along the southern and western margins of the property. The materials appear well-compacted and low to moderately expansive.

Colluvial soils mantle the lower slopes along the major drainage, these materials are apparently 1 to 4 feet thick. These soils appear poorly consolidated and probably have a low expansion potential.

Unconsolidated alluvium has been deposited along the major drainage course. These materials are considered non-expansive but appear susceptible to erosion.

Based on sedimentology and stratigraphy, the unit underlying the entire site is believed to be the lower portion of the Lindavista formation. Exposures in gully walls show the unit to be flat-lying, well-bedded and locally cross-stratified. In general, the Lindavista appears non-expansive. Soils developing on the Lindavista are sandy silts that appear non-expansive (do not exhibit desiccation cracks).

San Diego Formation is exposed in the central portion of the site in the bottom of the main drainage. The San Diego Formation underlies the Lindavista Formation with the contact at elevation 194.

3.2.2 Project Impact/Mitigation

The predominant soils of the site appear to be non-expansive and probably will not require special foundation requirements. The materials underlying the property can be expected to provide suitable bearing for structures. Some analysis for soils of low expansion potential will be required during a preliminary foundation investigation but such soils are not expected to be widespread and

and development design could avoid foundations in potentially expansive soils, or foundation design can be designed to accommodate any expansive soils.

3.2.3 Analysis of Significance

Standard engineering regulations will assure that there will be no significant impact due to on-site soil conditions.

3.3 Drainage

3.3.1 Project Setting

Surface drainage of the property is from the west and south, into the major north-flowing drainage traversing the center of the site. The southeast corner of the property drains eastward into a prominent northwest flowing drainage located east of the property. The two drainages converge in a siltation basin in the north-eastern portion of the site with runoff directed into a culvert underlying I-805. The remainder of the runoff flows down a steep-sided swale in the extreme north end of the site. Water there is transported under I-805 by a culvert.

Analysis of aerial photographs taken prior to development shows that the severe erosion in the central drainage way may be a result of excess flow due to concentration of runoff from the surrounding subdivisions. Water flows to the drainage via an 18 inch corrugated metal pipe under East J Street. Gullying was not evident in the older photographs.

The project site is within the Rice Canyon Drainage Basin and is part of the D-610 sub-basin as shown on the Lawrence, Fogg, Florer and Smith Special Study of Storm Drain facilities prepared in June 1964. The estimated runoff from that sub-basin was 121 cu. ft. per second (50 yr. frequency). Because of the topography of the site and the soil types, it was estimated that the ultimate (post-development) runoff would be the same during a 50 year frequency storm.

No evidence of perched groundwater, such as seeps or springs, was noted during field investigations.

3.3.2 Impact/Mitigation

Development of the site will require consideration of how runoff from buildings and streets, both on and off-site will affect erosion and sedimentation in the main drainage. At present most erosion is taking place at the head of the drainage where concentrated runoff from off-site erodes the Lindavista Formation. Grading plans

show the discharge point will be moved further downstream; however, this may accelerate erosion further downstream.

Proper design of drainage facilities, including energy dissipators and treatment of the existing erosional effects will effectively mitigate any erosion hazards.

3.3.3 Analysis of Significance

Runoff can be carried across the site in facilities of standard design. There will be no significant impact due to drainage, erosion or the facilities.

3.4 Landform

3.4.1 Project Setting

The project site is characterized by steep topography with the ravine traversing the property in a north-south direction. The average natural slope of the site is almost 30% with many areas steeper than a 2:1 ratio.

3.4.2 Impact

The project, as proposed will require the excavation of about 8000 cubic yards of earth and the placement of about 18,000 cubic yards of fill. 3.4 acres of the 6.27 acre site (54%) would be affected by the grading.

Cut and fill slopes would generally have a maximum depth of 10-13 feet. There would be a few exceptions to this generality, the most significant of which would be the fill necessary to support the private access road near the central portion of the property. This fill material would be placed in the southern end of the north-south ravine.

3.4.3 Mitigation

The proposed project utilizes a three level front-to-back step-down design that terraces down the natural topography from the garage-private drive level. (See Fig. 3) This design does much to limit the landform alteration at the proposed density. Any substantial decrease in the landform impact can only be achieved by a reduction in the density of the project. (See Alternative Section of this EIR)

3.4.4 Analysis of Significance

With an average natural slope of 30%+ and the proposed intensity of land use, a significant impact will result. This effect will not be related to drainage, soils, etc., but would be primarily aesthetic in nature.

3.5 Noise

3.5.1 Project Setting

The site is presently unoccupied. The elevation drops from the south and west sides of the site towards I-805. Thus, the acoustic effect of traffic on East J Street is reduced at all points proposed for development such that traffic noise from I-805 predominates over the entire site. This effect was verified by on-site noise measurements. Another site phenomenon noted is the natural shielding that exists. At locations near to I-805, sound reaches the observer from an angle of 180 degrees. However, halfway back along either leg of the triangle, the viewing angle of the freeway is considerably reduced and hence the sound level is reduced below the level which would be expected as a result of increased distance from the source.

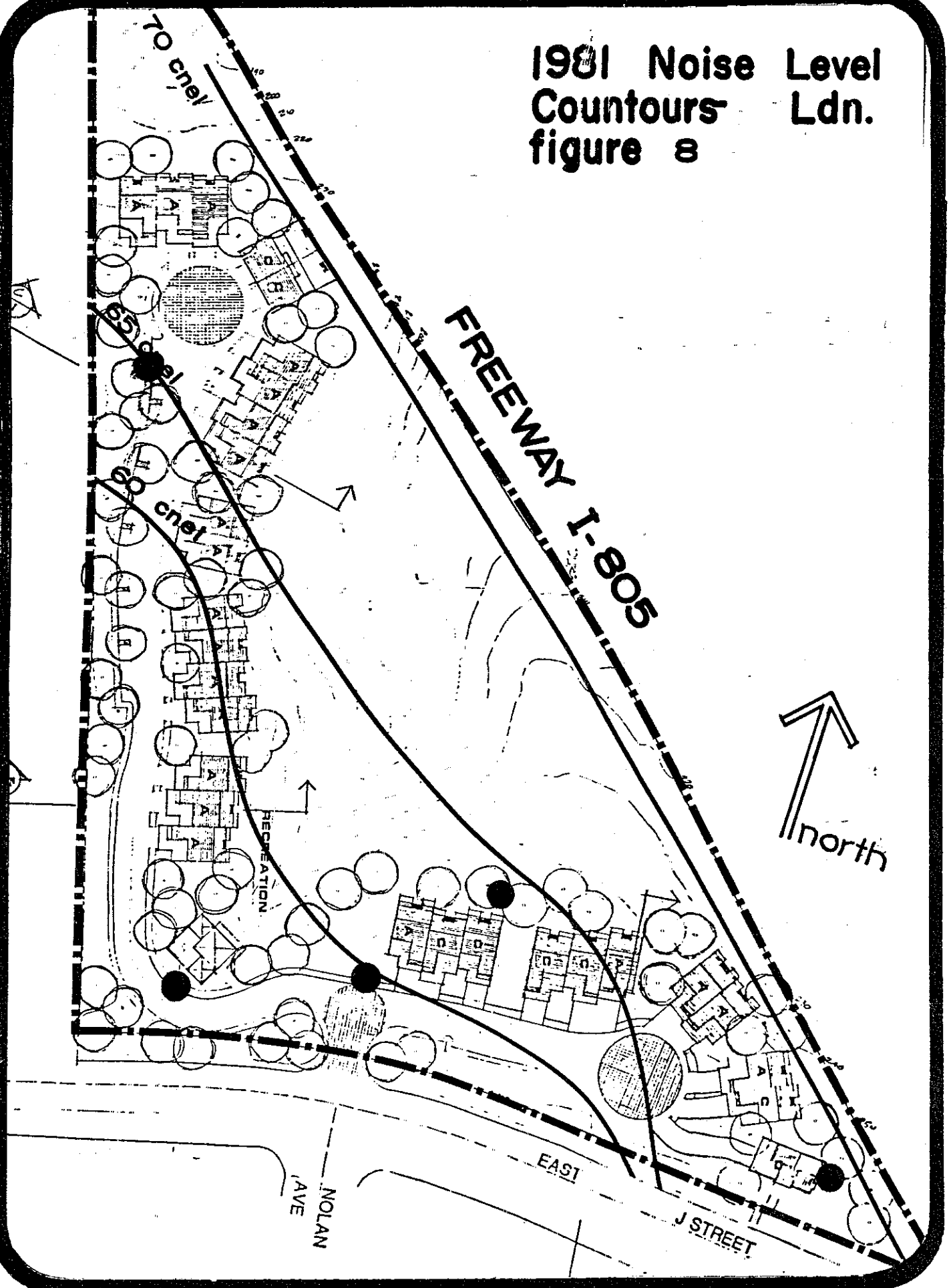
Noise measurements at the site at the five locations represented by black dots are shown in Fig. 8. The two locations closest to the freeway are essentially unshielded. The remaining three exhibited partial shielding. Measurements were made on Monday, January 26, 1981, between 1 pm and 3 pm. Each measurement had a duration of 20 minutes. A count of the vehicles on I-805 for a period of 20 minutes indicated the flow during the measurement period was consistent with CALTRANS counts made in the same time period. Thus, the 24 hour distribution of vehicles recorded by CALTRANS was suitable to develop the values of Ldn associated with the sample sound levels measured at the site. The traffic data used to generate both 1981 and 1995 values of Ldn are as follows:

Average Daily Trips (ADT)		
	I-805	East "J" Street
1981	68,300	6,375 ¹
1995	106,000	Not Avail.

The Ldn contours for 1981 are shown in Fig. 8 and reflect the levels that exist on the bare land, i.e. no construction.

1. This ADT represents the highest traffic volume along the segment of East J St. between Hilltop Dr. and Nacion Ave. It is probably a higher volume than that which currently exists adjoining the property. It is used in this report as a "worst case" analysis.

1981 Noise Level Contours Ldn. figure 8



Future Conditions - 1995

The future noise levels on the site will increase as a result of the 106,000 ADTs expected on I-805. Construction of the proposed buildings will provide some additional shielding and thus the 1995 contours, Fig. 9, are somewhat modified from those developed for 1981.

Ordinance No. 1659 establishing the R-1-H zoning of the easterly property required that interior sound levels not exceed 45 dBA and that usable open space be shielded from freeway noise.

3.5.2 Impact

A noise level of 71 dB(A) Ldn, or greater, on the site of a residential development, is not considered compatible with the desired land use, unless mitigation can be provided. Some of the attached units and the single family residence will experience levels in excess of 70 Ldn.

The U.S. Department of Housing and Urban Development Reports note that outdoor recreation areas associated with residential developments are "normally incompatible" when the average noise level equals or exceeds 65 Ldn. Therefore patios or decks located behind this contour as shown in Fig. 9, (1995 Noise Level Contours) of the report are exempt. Others will require a barrier to reduce the noise level to a value of less than 65 Ldn. Sixteen units are affected.

The major noise generated by such a residential development will result from the traffic it produces. The proposed project could generate an additional 310 ADT which if added to the existing 6375 ADTs on East J Street would increase the present noise level by .2 dB. Off-setting this effect is the shielding which will be provided by the proposed units for noise issuing from I-805. The neighbors immediately to the south of East J Street should receive 4 to 5 dB reduction of I-805 noise.

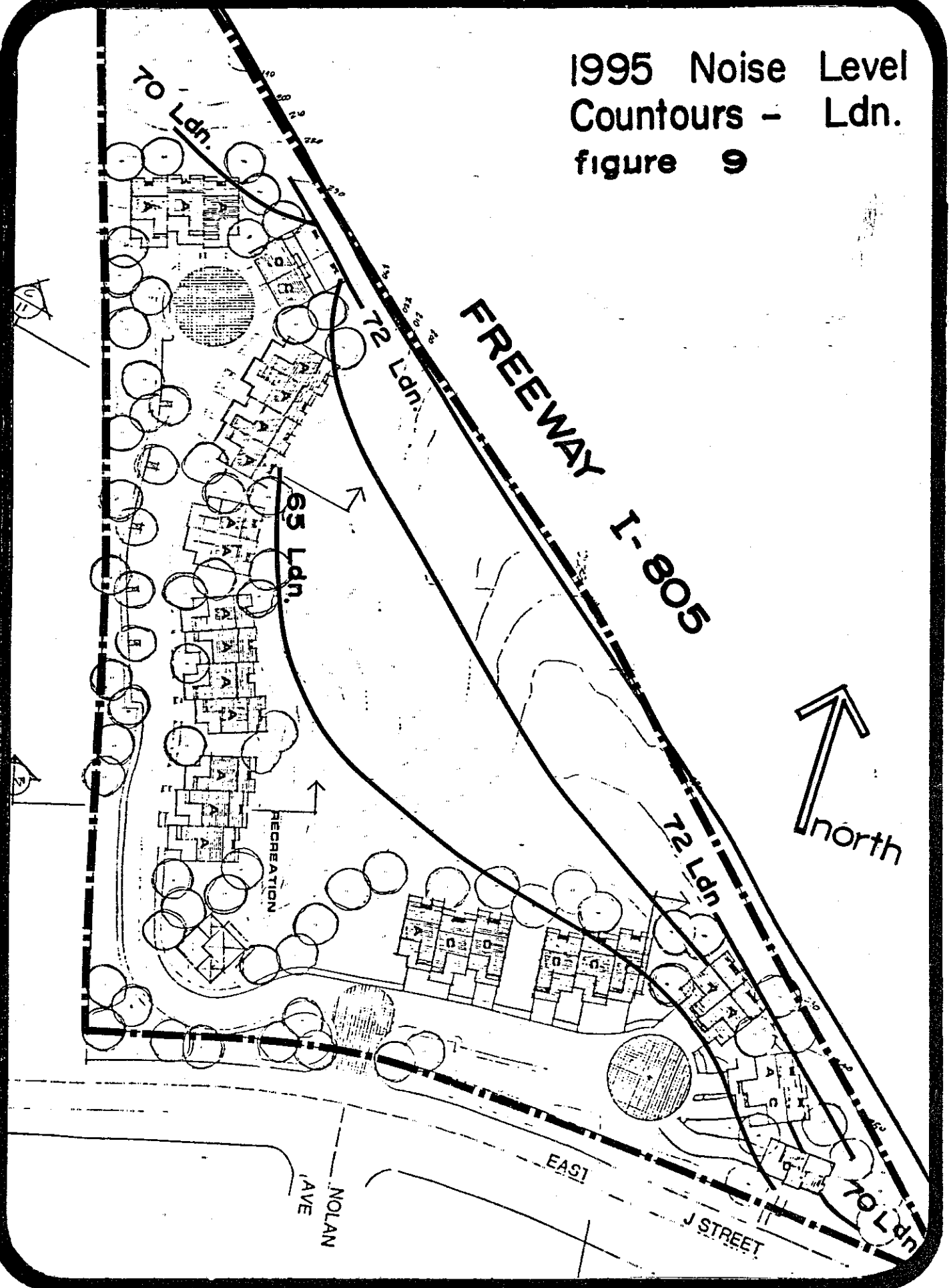
The noise associated with the use and operation of the recreational facilities will be similar to impacts from similar facilities which are a permitted accessory use in the R-1 zone.

3.5.3 Mitigation

Because these units are considered multi-family dwellings, the buildings will be required to meet the State of California Title 25 Noise Insulation Standards. Therefore, the building designs must include noise control features to achieve a maximum interior level of 45 Ldn.

The single family dwelling will be exposed to a 1995 noise level of 71 Ldn. Although not required by State Law, interior noise level requirements could be added to assure interior noise mitigation.

1995 Noise Level
Contours - Ldn.
figure 9



The effect of a barrier is dependent upon the geometry of the source, barrier and observer elevations and their respective distances to each other. The analysis was performed on a computer which used the FHWA source model and barrier attenuation model. The former was required to identify the effect of truck source heights which were considered to be 2.3 feet for medium trucks and 8 feet for heavy trucks. A 3 percent 1995 truck mix was assumed.

The conclusion of the analysis was that a solid barrier 4 feet above the deck will provide sufficient noise reduction to meet exterior noise requirements. The barrier must contain no cracks or openings. Stucco or gypsum are preferable materials although wood (plywood) may be utilized if the construction can assure no future cracks which could result from shrinkage, etc. Glass inserts may be used in the barrier if desired, as the density of even single-strength panes is great enough to assure sufficient transmission loss.

3.5.4 Analysis of Significance

The 1995 noise levels at some points on the project will exceed compatible standards. However, mandatory or imposed noise analyses will insure adequate interior noise levels and avoid significant impact.

3.6 Biology

3.6.1 Project Setting

Vegetation

Inland Sage Scrub is the natural plant cover of the property. A shrubbier phase of Inland Sage Scrub, referred to in this report as Rhus shrub habitat, occurs on the more protected and therefore mesic portions of the site, principally on north-facing slopes.

Typical Inland Sage Scrub, as it occurs on the subject property, is composed of the dominant shrubs White Sage (Salvia apiana), Coast Sagebrush (Artemisia californica), Flattop Buchwheat (Eriogonum fasciculatum), Bladderpod (Cleome isomeris), Mojave Yucca (Yucca schidigera), and Jojoba (Simmondsia chinensis). The latter three taxa are part of the floral assemblage associated with Inland Sage Scrub in the southwestern portion of San Diego County.

The Rhus shrub habitat is composed of Lemonadeberry (Rhus integrifolia), Bush Monkey-flower (Mimulus puniceus), Toyon (Heteromeles arbutifolia), California Encelia (Encelia californica), and Golden Yarrow (Eriophyllum confertiflorum).

Disturbed areas of the property are the result of adjacent activities including construction of I-805, illegal dumping of debris along J Street and uncontrolled growth of Iceplant from banks of adjacent residences to the west. Plants associated with the disturbed areas are mainly non-native, disturbance-associated annuals; some escaped cultivars also occur on-site.

Coverage of the property by the different plant associations are:

Inland Sage Scrub:	34 percent
Rhus shrub habitat:	33 percent
Disturbed areas:	33 percent

Flora

The observed flora of the property totals 86 plant taxa, 26 of which are non-native and generally associated with the disturbed habitats on the property. The native floral component is indicative of southwestern San Diego County areas. These taxa include Stillingia linearifolia, Simmondsia chinensis and Selaginella cinerascens. Several other southwestern county flora associates however, are conspicuously lacking on the property. These seem to be due to the lack of south-facing slopes on-site. These plants, which are known in adjacent areas include; Ferocactus viridescens, Euphorbia misera, Mammillaria dioica, Opuntia parryi var. serpentina and Atriplex canescens. See Table 1 for a complete floral checklist.

Wildlife Habitat Evaluation

One basic wildlife habitat exists on the property: scrub. Scrub is augmented in its value to wildlife by the presence of open areas, tall, almost tree-like shrubs, cacti and herbaceous areas. The habitat area is small in size, lacks water and rock outcrops, is disjunct from other natural habitats and subject to human disturbance, all of which detract from its value to wildlife.

In the balance, the property is a relatively insignificant area of wildlife habitat because of its uniformity, disjunct condition and proximity to human disturbance. The site does, however, support several resident and visitor bird species, and some mammals and reptiles.

Birds

Most of the observed birds are common throughout foothill and coastal San Diego County, however a few of the observed species are particularly indicative of the coastal scrub habitat. Cactus Wren is mostly restricted to areas with Cholla or prickly-pear cactus (Opuntia prolifera and Opuntia spp.), and Mockingbird is typically a coastal species in open scrub.

Sensitive Plants

Various government agencies and non-profit organizations are responsible for listing sensitive plant species. An explanation of these groups and their rating is given as part of Appendix I.

Two species observed on the property are currently considered sensitive. Pygmy Spike-Moss (Selaginella cinerascens) has a rarity rating of 1-2-1-1 from the California Native Plant Society (Smith et al. 1980) which indicates that the species is rare, endangered in a portion of its range, stable in population size and more or less widespread outside of California, i.e. northwestern Baja California. The population of Selaginella cinerascens on the property is small and dispersed. Relative to larger, denser stands in other portions of the county, the on-site population does not represent a substantial portion of the species.

San Diego Sunflower (Viguiera laciniata) has a CNPS rating of 1-2-1-1 also (Smith et al. 1980). One plant was found on the site, which is a minor occurrence of this taxon.

Sensitive Animals

The property supports in part at least, three species: White-tailed Kite, Cactus Wren and Bewick's Wren. One Kite was observed on both occasions that the property was visited, foraging alternately on the property and across I-805 in similar habitat. The property is a small amount of forage area, and its loss to the Kite would probably not cause it to be displaced from a breeding site. No nests were observed in the taller shrubs on the site. One Cactus Wren and three nests evidently built last year by one pair were located on the property. There was no available indication of the success of the nesting effort. Development would not necessarily involve all of the nest plants (Opuntia prolifera) on-site. One Bewick's Wren was observed in the denser vegetation. The project would probably displace this pair, but it could resume nesting in landscaped areas or unaltered sites.

3.6.2 Analysis of Significance

The project is anticipated to have the following impacts:

1. Cause the destruction of approximately four acres of habitat containing scattered stands of Selaginella cinerascens, a plant considered rare and endangered in part of its range. At this time, this is not considered significant, however

continued destruction of US populations of this plant will eventually accrue into a significant impact.

2. Cause the destruction of about four acres of fragmented scrub wildlife habitat that provides some forage area for White-tailed Kite, nest habitat for Cactus Wren and potential habitat for San Diego Horned Lizard and Orangethroat Whiptail.

These effects are not considered significant and no mitigation measures are necessary.

3.7 Archaeology

The project site was surveyed for archaeological sites on October 11, 1980. A total of six-person hours were involved. No archaeological sites or cultural resources of any kind were located during the survey.

No mitigation of any impact is necessary and no significant impact will result. (See Technical Appendices No. 4.)

3.8 Paleontology

3.8.1 Project Setting

Paleontological resources in this area are associated with the San Diego formation which are located below the 200 ft. elevation. This area will not be disturbed during the development of the property but will become part of the projects open space.

3.8.2 Mitigation

The open space lot should include an access easement for qualified paleontologists to gain access to areas of the San Diego formation, conduct necessary excavations and remove fossilized material to an appropriate repository.

3.8.3 Analysis of Significance

Based on the above mitigation measure and the design of the project, no significant impact on paleontological resources will result.

3.9 Land Use

3.9.1 Project Setting

The property is zoned R-1, R-1-H and PC. There are single family dwellings which back-up to the western property line and across East J Street to the south. I-805 is located along the northeastern property line.

The General Plan designates this property for residential use at a density of 4-12 dwelling units per gross acre. The adjoining residential development is at the lower end of this density range.

3.9.2 Impact

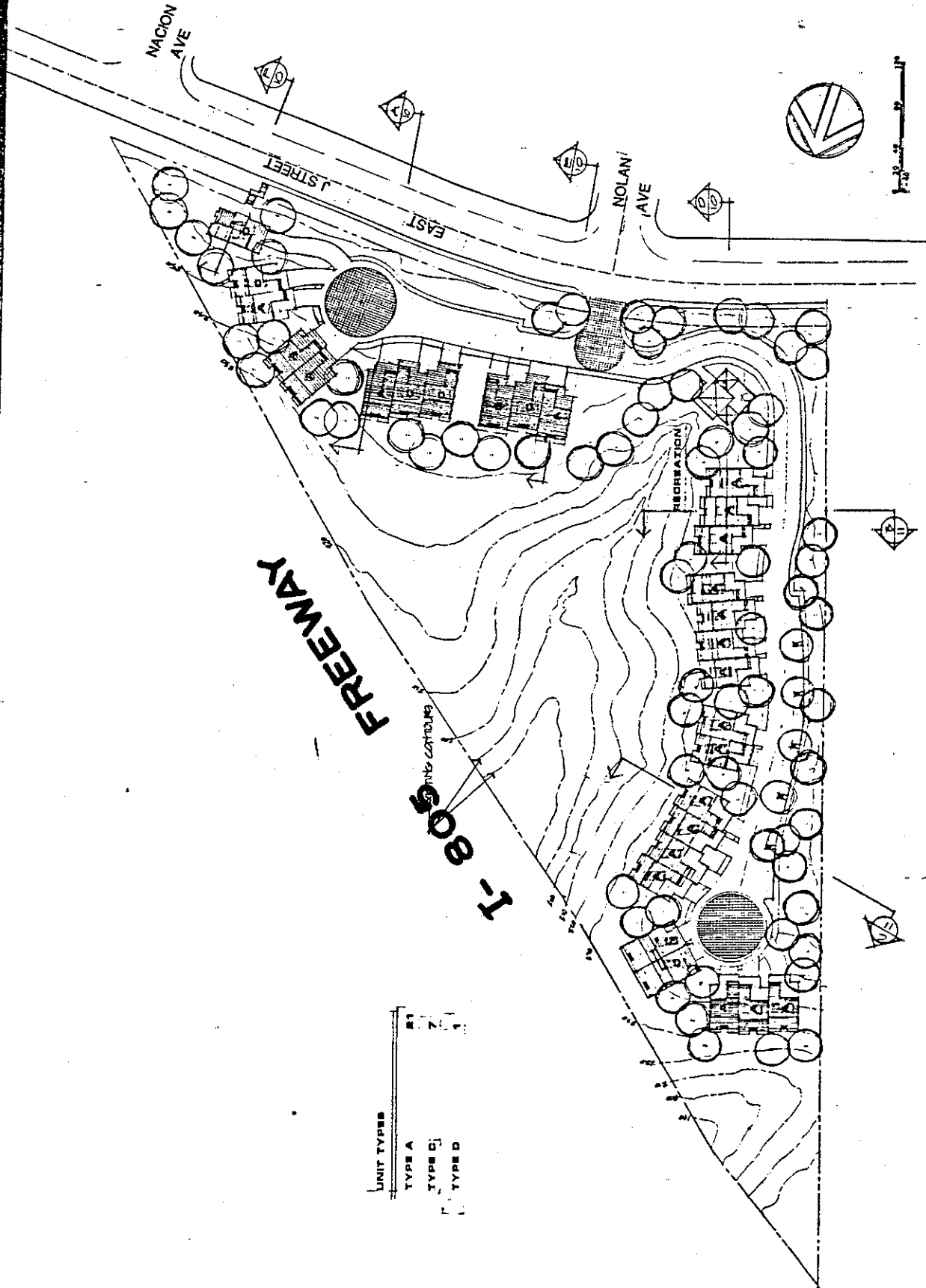
The project is proposed for a residential use at the lower end of the General Plan density range (about 4.6 du/net ac.). The dwelling units (except the single family detached unit) are proposed to be clustered paralleling the western and southern property lines. The clusters would be in groups of 2, 3 and 4 units per cluster. This could result in some incompatible relationships with adjacent single family dwellings with structures up to 106 ft. in length.

3.9.3 Mitigation

As has been previously described, these dwellings are front-to-back multi-level units. This, combined with the grading of the property, results in the floor level of the units being located well below the adjacent street or residential pad elevations. Any further reduction in any land use conflict could be accomplished through a reduction in the number of dwelling units.

3.9.4 Analysis of Significance

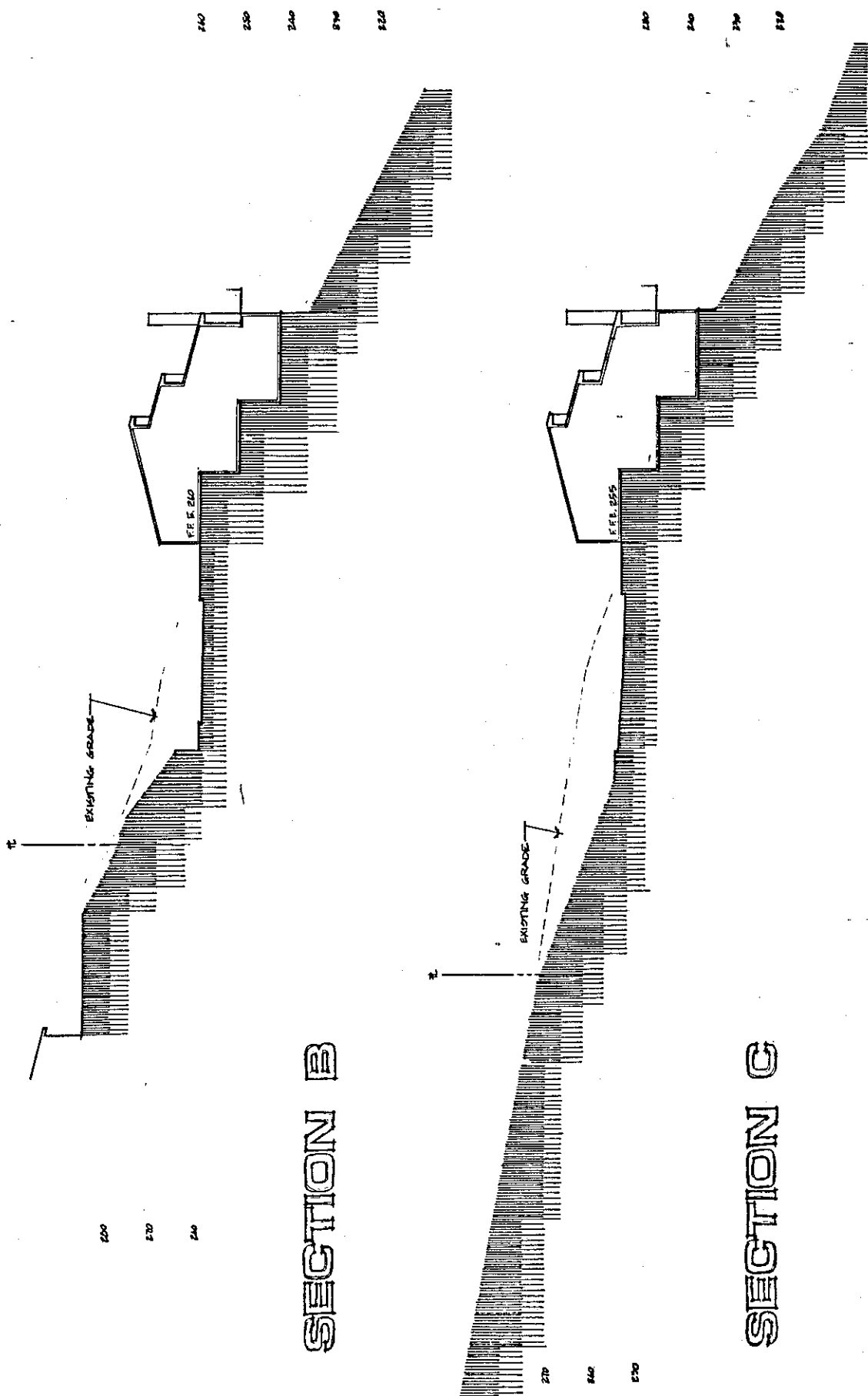
The project conforms to the General Plan and is at a similar density to that of nearby developments and any land use conflict is not substantial. No significant land use impact will result from the project.



UNIT TYPES	
TYPE A	21
TYPE B	7
TYPE C	7
TYPE D	1

SITE PLAN
FIG 10

PRELIMINARY



SECTION B

SECTION C

FIG 12

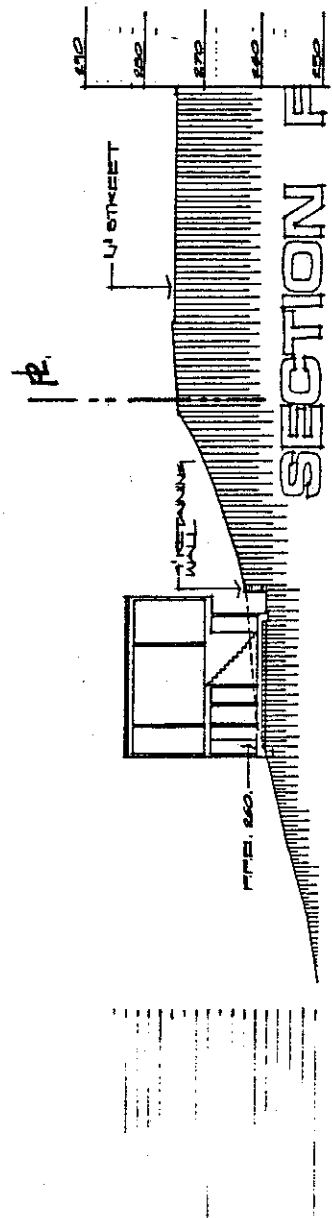
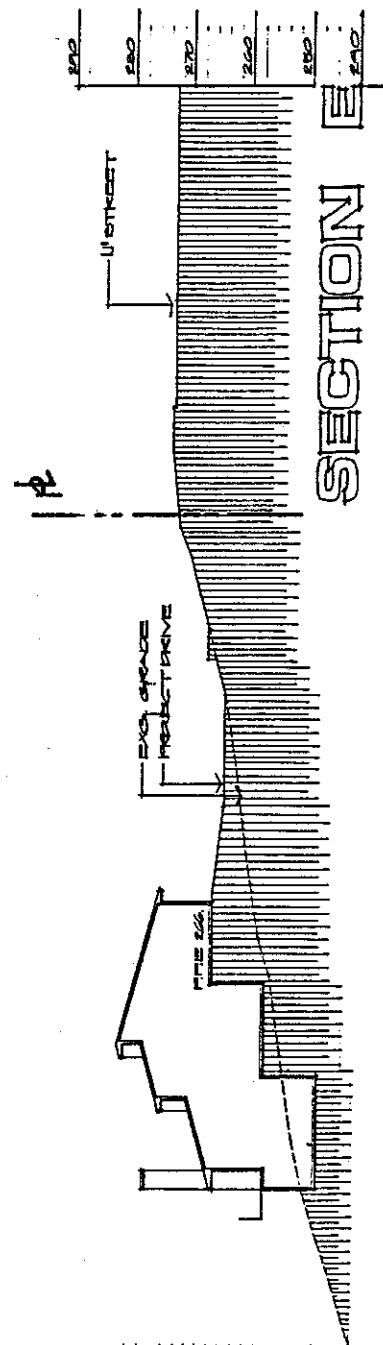
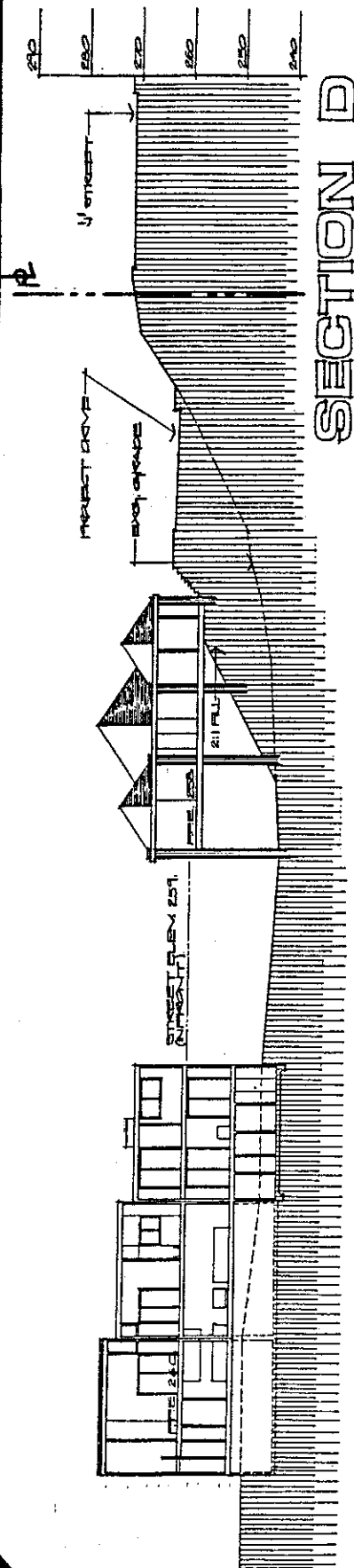


FIG 13

3.10 Aesthetics

3.10.1 Project Setting

The site involves property that is covered primarily with Inland Sage Scrub and Rhus Shrub habitats. The property has high visibility from I-805 and affords some visual relief from the increasing urbanization along I-805.

Because of site topography, there are views of Rice Canyon, the Sweetwater Valley and downtown San Diego from East J Street and adjacent dwelling units.

East J Street is designated as a scenic route in the Chula Vista General Plan. It is a General Plan Policy that development adjacent to such a scenic route be reviewed to assure that the scenic quality of the highway be enhanced.

3.10.2 Project Impact

The project will result in a substantial aesthetic change with native vegetation being partially replaced with structures, paved surfaces and decorative landscaping. The structures would be, on the freeway side, up to 30 ft. in height and groups of two to four units, 50 ft. to over 100 ft. in length. With the exception of the southwest corner of the property, there are no substantial breaks between the clusters of units.

Views across the property from the south would be altered. In some cases, roofs and structures will block views from East J Street, however, much of the view-shed from the scenic route will remain. (See Figs. 10, 11, 12 & 13.)

The appearance of much of the project looking down at the site from East J Street, would largely be that of roofs, garages, concrete and AC paving (lots 19-28).

3.10.3 Mitigation

The design of the dwelling units in a front to back multi-level configuration minimizes, at the proposed density, the amount of land form change, vegetation removal and view blockage. The appearance of these structures from I-805 and East J Street will be an important consideration. Heavy landscaping and soft building materials are necessary to reduce the bulk of the appearance from I-805 and the hard street-scape along the private road.

3.10.4 Analysis of Significance

As proposed, the project would have a demonstrable, significant, aesthetic impact. This effect can be mitigated thru landscaping with specimen materials along the building "backs" facing I-805 and adjacent to the private drive. Substantial mitigation to a level of insignificance would require a redesign of the project to provide greater separation between the "clusters" of units. (See Alternative Section 5.4)

3.11 School Facilities

3.11.1 Project Setting

The project site is located within the Chula Vista Elementary School District and the Sweetwater Union High School District. Enrollments and capacities in the schools in the vicinity of the project are as follows:

	<u>Enrollment</u>	<u>Capacity</u>
Hilltop Elem. (4/81)	441	410
Halecrest Elem (4/81)	579	586
Hilltop Jr. High (5/1/81)	1386	1440
Hilltop Sr. High (5/1/81)	1469	1484

3.11.2 Project Impact

It is anticipated that the following number of students will be generated by the proposed project.

Elementary	18
Jr. High	9
Sr. High	6

3.11.3 Mitigation

The developer will have to provide the City with written assurance from the school districts that they will have the ability to provide educational services to students from this project. This usually involves the developer providing the school district with financial assistance for temporary facilities.

3.11.4 Analysis of Significance

As long as the school districts can provide adequate educational services, no significant impact will result.

3.12 Energy

3.12.1 Project Setting

Utility services for the project site are provided by the City of Chula Vista, Sweetwater Authority Water District and San Diego Gas & Electric Co., connection points would be in East J Street.

3.12.2 Project Impact

Based on an anticipated population of 80 people, the project would result in the following levels of generation or consumption.

Sewage

$$80 \text{ gal/person/day} \times 80 = 6400 \text{ gal.}$$

Water

$$130 \text{ gal/person/day} \times 80 = 10,400 \text{ gal.}$$

Electricity

$$512 \text{ kwh/du/mo.} \times 29 = 40,960 \text{ kwh}$$

Gas

$$82 \text{ therms/du/mo.} \times 29 = 6500 \text{ therms}$$

2000 therms spa heater

3.12.3 Mitigation

Current state laws and regulations requires such energy conservation measures as faucet flow restrictors, low flow water closets and wall and ceiling insulation. The City of Chula Vista requires water pressure regulations on new construction limit water pressure to 35 pounds per square inch (psi).

The City Council is currently considering an ordinance which would require solar domestic water heating and solar swimming pool heating on all new construction. If this project is equipped with such facilities, there will be energy savings and less reliance on fossil fuels. Further energy savings could be realized thru the use of insulation with a higher "R value", double paned glass in windows and the use of energy efficient space heaters.

3.12.4 Analysis of Significance

The project will result in an incremental, but non-significant increase in water and energy use.

3.13 Traffic/Safety

3.13.1 Project Setting

The proposed development of 28 condominiums and a single family dwelling is located north of East J Street just west of I-805 (see Fig. 14). The existing circulation system, traffic volumes and nearest signalized intersections are also shown.

East J Street is a residential collector street providing access to I-5 and downtown in the west and the Canyon Plaza shopping area and residential developments in the east. East J Street does not have an interchange with I-805, thus, freeway destined traffic from the development will have to use Nacion Avenue to Telegraph Canyon Road.

East J Street is currently 33 ft. wide adjacent to the project, but it will be fully improved to residential collector standards (40 ft. curb-to-curb) as part of the development. Nacion Avenue is already improved to residential collector standards.

Chula Vista Transit Route 703 provides bus service on East J Street on an hourly basis between 6 a.m. - 7 p.m. Monday - Friday, to and from the Chula Vista Shopping Center and LRT station at I-5. However, for the purposes of this study, all trips generated by the development were assumed to be made by automobile.

A review of the accident records in the project area shows a low accident rate on all nearby streets.

Presently there is little or no use of on-street parking on the north side of East J Street adjacent to the project site.

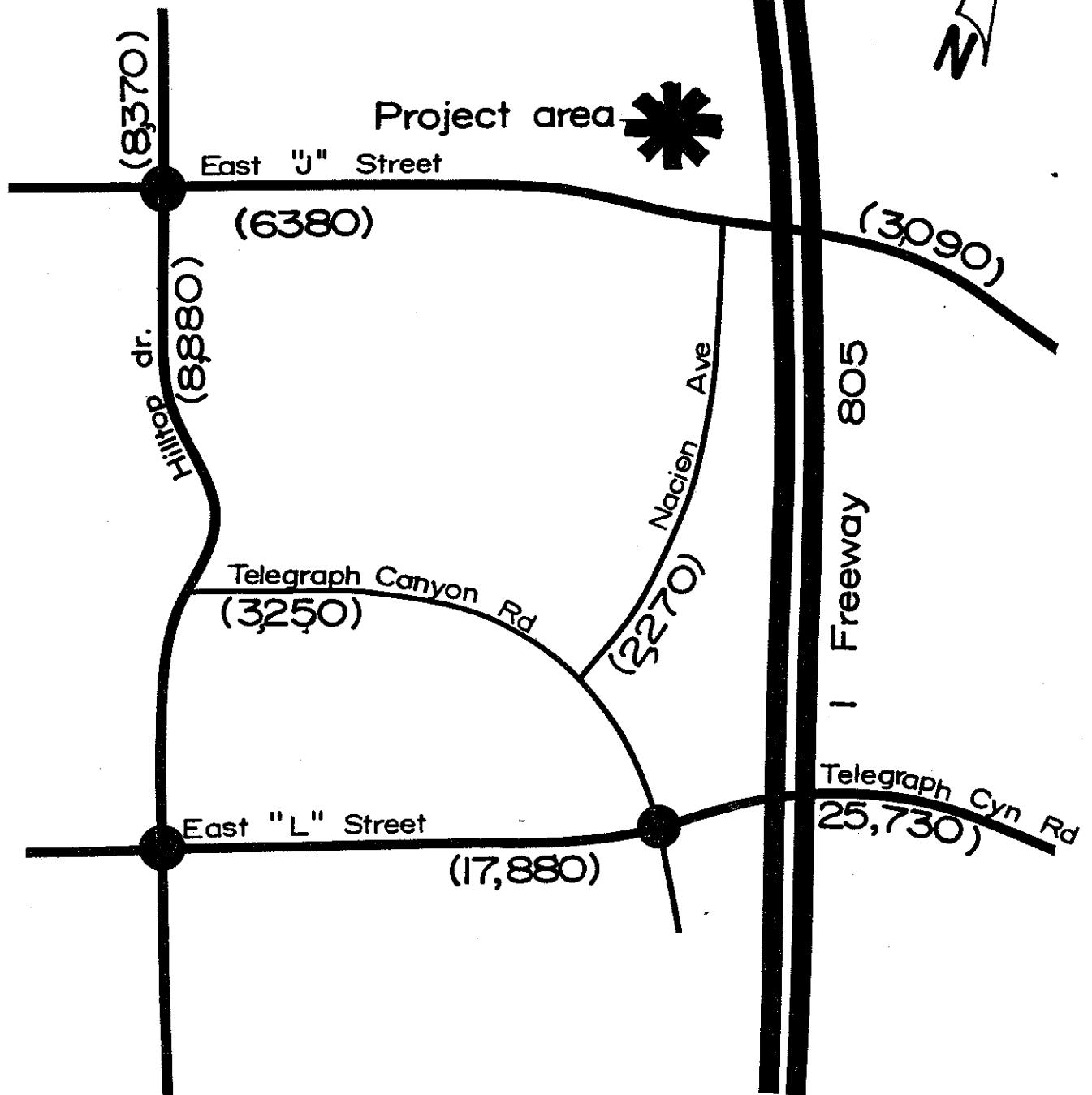
3.13.2 Project Impact

Based on trip generation rates used by the City of Chula Vista, the project is expected to add approximately 236 trips per day to the circulation system. (See Table 1)

Table 1

	<u>Generation</u>	<u>Daily Trips</u>
28 condominiums	8 trips/day	224
Single family dwelling	12 trips/day	12
		<hr/>
TOTAL		236

EXISTING TRAFFIC VOLUME FIG. 14



- Signalized intersection
 (0,000) Existing 24 hr. traffic volume

The travel patterns from the existing development and those that were assumed for a future development at Nacion Avenue/Telegraph Canyon Road (EIR-80-2) were used as a basis for trip distribution from the project. Therefore it is expected that forty percent of the trips will use East "J" Street west of the project; ten percent will use East "J" Street east of I-805; and fifty percent will use Nacion Avenue south of the project.

Both East J Street and Nacion Avenue have practical capacities of 12,500 vehicles/day and design volumes of 5000 vehicles/day. The practical capacity is the amount of traffic a street can carry without creating adverse impacts such as excessive noise, air pollutants, etc.

Table 2 compares existing volumes on these streets with those expected after project completion. Also delineated is the expected volumes after completion of the project and the "Hilltop Courts" project at Nacion Avenue and Telegraph Canyon Road.

Table 2

	<u>Average Daily Traffic</u>		
	Existing	After Project Completion	After Project & Hilltop Courts Completion
East J Street (east of Nacion Ave.)	3080	3100	3140
East J Street (east of Hilltop Dr.)	6375	6490	6590
Nacion Ave. (south of East J Street)	3500	3620	3760

The Table shows that the post project volumes on East J Street east of Nacion Avenue and on Nacion Avenue, will be significantly below the design volumes. However, the project will add to the traffic on East J Street east of Hilltop Dr. which is presently above the design volume but below the practical volume.

Another measure of the amount of traffic that an urban street system can carry is signalized intersection capacity. The intersections of L Street/Nacion Avenue and Hilltop Dr./J Street are the nearest signalized intersections and were analyzed for both A.M. and P.M. peak hour capacity usage. The analysis method used capacities of 1500 and 1300 vehicles per lane per hour of green for the through lanes and left turn lanes respectively. When capacity usage exceeds 0.90 by this method, intersection capacity problems can be expected. The results of that analysis are shown in Table 3 with the expected volume/capacity ratios after project completion.

Table 3

<u>Intersection</u>	<u>Volume/capacity after project completion</u>	
	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
L St./Nacion Ave.	.54	.58
Hilltop Dr/East J St.	.46	.51

<u>Intersection</u>	<u>Volume/capacity after project and Hilltop Courts completion</u>	
	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
L St./Nacion Ave.	.60	.64
Hilltop Dr/East J St.	.48	.53

Table 3 shows that both intersections will continue to operate significantly below capacity (free flow conditions)

The project will add approximately 236 trips per day to the circulation system. However, East J Street and Nacion Avenue can accommodate the extra volume without approaching capacity. The impacts on the nearest signalized intersections are insignificant.

The proposed access to the project is via a new private street onto East J Street, opposite Nolan Avenue. This alignment will reduce turning conflicts and facilitate vehicle flow on East J Street.

East J Street has a posted speed limit of 30 MPH and a critical (85th percentile) speed of 36 MPH. The safe sight distance along East J Street from the proposed access is over 500 ft.

3.13.3 Mitigation/Analysis of Significance

The project will not result in a significant traffic impact and no mitigation is necessary.

Greater assurance that vehicles leaving the project would have good line-of-sight visibility of traffic on East J Street could be achieved by moving the access road to the west along East J Street. The natural slope of this area is much flatter, however the separation between the new access point and Mission Court and Nolan Ave. intersections would be sub-standard per City design requirements and therefore, conflicts between turning movements could occur.

4.0 Unavoidable Significant Adverse Environmental Impacts

The unavoidable significant impacts which would result from implementation of the project as proposed, relate to landform alteration and aesthetics. Other impacts which can be reduced to a level of insignificance are discussed in Section 3.0.

Implementation of a project involving a similar dwelling unit type at a lower density would lessen these effects.

5.0 Alternatives to the Proposed Project

5.1 No Project

If the project site were not developed, none of the described impacts would result. The General Plan land use element designates the property as medium density residential (4-12 du/ac) and the site is not shown as open space in the Open Space Element.

5.2 Development in Accordance with the Hillside Development Modifying District & Policy.

The easterly portion of the property is zoned R-1-H and development plans for three dwelling units was approved by the City. The westerly parcel is zoned PC and R-1. It has an average natural slope of 33.2%, and if zoned R-1-H, two dwelling units would be permitted for a total of five on the entire site. If the calculations were based on the average natural slope of the entire site (29.94%), three units would be permitted. In either case, 10% of the site could be graded and 90% would remain in a "natural" state.

The impacts of the project would be substantially reduced insofar population related issues (schools, utilities, traffic, etc.) and the land form-aesthetic question.

5.3 Development as a Standard Single Family Subdivision

If the property were zoned R-1 and developed with standard single family dwellings, much more extensive grading would be required. Large man-made slopes would be created and the number of dwelling units would likely be reduced.

The land form/aesthetic impacts would be greater than those which would result from the project as proposed. The population associated impacts would be reduced with the reduction in the number of dwelling units.

5.4 Development at a Lower Density

The property could be developed at lower density utilizing the same or similar dwelling unit design. The aesthetic impacts discussed in Section 3.10 could be reduced while still minimizing land form alteration.

6.0 Growth-Inducing Effects

The project is located on one of the few vacant parcels in the immediate area, it does not require any significant off-site improvements nor access to currently vacant land. Given these circumstances no growth inducing impacts are anticipated.

7.0 Effects found to be Insignificant

During the Initial Study of this project (IS-81-9), it was determined that the following effects of project implementation would be clearly insignificant and have not been discussed in this EIR. For further evaluation see that Initial Study.

- 7.1 Ground Water
- 7.2 Mineral Resources
- 7.3 Agricultural lands
- 7.4 Air quality
- 7.5 Water quality
- 7.6 Historic resources
- 7.7 Fire protection
- 7.8 Police protection
- 7.9 Parks
- 7.10 Utilities (other than sewer)
- 7.11 Health
- 7.12 Climate

8.0 Consultation & References

The following organizations, groups & individuals were consulted in the preparation of this EIR.

City of Chula Vista, Planning Dept.

Douglas D. Reid, Env. Review Coordinator
Kenneth G. Lee, Principal Planner
Steve Griffin, Associate Planner

Engineering Dept.

D. Waid, Jr. Civil Engineer
G. Hansen, Traffic Engineer
Shabda Roy, Associate Civil Engineer
Roger Daoust, Sr. Civil Engineer
Bill Harshman, Sr. Civil Engineer

Building & Housing Dept.

Tom Dyke, Plan Checker

Fire Dept.

Ted Monsell, Fire Marshal

Resource Conservation Commissioner

Dr. Steve Taylor, Chairman

Peter J. Pountney, Pountney & Young, Inc. Consulting Engineer

9.1 Letters of Comments

March 21, 1981

CHULA VISTA PLANNING DEPT.
Att: Mr. Doug Reid
276 Fourth Ave.
Chula Vista, CA 92010

Dear Mr. Reid:

Enclosed are copies of signatures, names and addresses of 129 people opposed to the destruction of the view at the canyon on I-805 and East J Street, by the proposed building of 30 condominiums - on stilts! *(Please drive by the site at night. You can see the arc of lights on the Coronado Bridge.)* These signatures were collected during 4 days - about 3 hours per day. I am sure I can easily collect 500 signatures before the EIR report goes to the city council.

Three thousand eighty cars per day passed the proposed building site last year - in May, 1980. The number is probably 3,500 to 4,000 now. Most if not all of those persons appreciate the view as a breath of fresh air in an area where developers are closing in and smothering all of us.

A view enjoyed by 3,500 families per day should not be destroyed forever, just to enrich one developer and 30 condo families. Let the developer build his condos, if he must, lower in the canyon - at about 220 elevation, which is more level with Windsor Circle, which is the existing street into the canyon.

The adjacent zoning, the steep terrain, the added traffic hazards, the destruction of a view that can never be replaced - all these factors make the East J - I-805 site unsuitable for 30 condominiums.

We hope that you will consider the best interests of 3500 citizens (as opposed to 30) and recommend AGAINST the building of the condominiums as now designed.

Thank you.

Sincerely,

Cornelius B. Payne
Jackie M. Payne

C.B. & Jackie Payne
339 East J Street
Chula Vista, CA 92010

* LTC - STV !

RECEIVED

BY

MAR 24 1981

CHULA VISTA PLANNING DEPT.
CHULA VISTA, CALIFORNIA

* LOWER THE CONDOS - SAVE THE VIEW!

WE, THE UNDERSIGNED, OBJECT TO THE BUILDING OF CONDOMINIUMS ON THE CANYON
RIDGE AT NORTHWEST I-805 and EAST J STREET. WE FEEL THE VIEW FROM THAT SITE
IS WORTH PRESERVING. WE HEREBY PETITION TO HAVE THE NORTHWEST QUADRANT OF
I-805 and EAST J STREET DECLARED OPEN SPACE HEREAFTER AND FOREVERMORE.

(Sheets containing 129 signatures attached to original copy of petition.)

BY.....

MAR 2 1981

FILED
CHIEF CLERK

August 17, 1981

Yg

To: City Planning Commission

From: Gary Augustine, Vice Chairman/Resource Conservation Commission

Subject: Comments regarding EIR-81-5, East "J" Street Condominiums

The Resource Conservation Commission finds that the EIR for the East "J" Street Condominiums provides adequate information dealing with the potential impacts of the proposed project and has been prepared in accordance with CEQA and the City of Chula Vista Environmental Review Procedures. Therefore, the Commission recommends that the Planning Commission and City Council certify the EIR.

The following is a list of concerns about the project and some recommendations for reducing the adverse environmental impacts.

1. Density.

It is the opinion of the Resource Conservation Commission that the proposed density of 28 single family attached units and one single family detached home greatly exceeds the density of the surrounding residential area. Therefore, the planned density for the development is incompatible with the adjacent single family dwelling units.

2. Aesthetics.

East "J" Street is designated as a scenic route within the City of Chula Vista. A long narrow driveway leading to the garages traverses through the project site creating an "alley like appearance" which is aesthetically displeasing from the roadside. It is a General Plan policy that development adjacent to such a scenic route be reviewed to assure that the scenic quality of the roadway be enhanced.

3. Traffic.

The project will increase the amount of traffic on the present circulation system. However, the additional 236 trips generated per day can be accommodated on "J" Street without exceeding the capacity of the roadway. For residents living within close proximity to the street system, the increased traffic levels may be unpleasant. Although the impact may inconvenience nearby residents, it cannot be considered significant.

4. Noise.

Due to the clustering of dwelling units into a small confined area, noise associated with the use and operation of motor vehicles within the project site may be a disturbance to the neighboring community. By increasing noise levels the "quality of life" for existing residents adjacent to the project will be reduced.

CONCLUSION

As previously discussed, the density of dwelling units planned for the proposed development will result in an incompatible relationship with the nearby single family homes. The Resource Conservation Commission recommends that impacts associated with the high density be mitigated by reducing the number of dwelling units. By reducing the number of units in the project, conflicts such as density, aesthetics, traffic and noise will be reduced to appropriate levels.

GA:hm

August 26, 1981

Environmental Review Coordinator
Chula Vista, California

Dear Sir:

My home of 30 years is near the proposed sight of 28 single family dwellings off East "J" Street and Highway 805 in Chula Vista. The noise from the freeway 805 and East "J" Street is bothersome now, and with additional traffic would make it even worse.

Because of the vehicle traffic, noise, pollution impact increase I am opposed to the condominium plans for East "J" Street and Highway 805.

Molly J. Herrill

Molly J. Herrill
665 Gretchen Road
Chula Vista, CA

26 August 1981

Environmental Review Coordinator
City of Chula Vista
Chula Vista, California 92012

Gentlemen,

With regard to EIR report of the proposed development at the NW Quadrant of East J Street and I-805, I wish to make the following comments:

- 1) In general, I am opposed to this development because it is not compatible with the surrounding homes. We currently have a neighborhood of single family detached homes which have been in place for 15 to 20 years. We want to maintain this area in its present configuration and not be filling each nook and cranny with apartments and/or condominiums.
- 2) In particular, I feel that the density figures do not reflect the actual situation. Although, there are slightly over six acres in the plot, the actual area to be used is, in fact, much less because of the steep slopes of this canyon. Additionally, the necessary roads are not efficient in that they service homes on only one side of each street. Other roads in the area are standard utilization types. It appears that the 28 units will be on an actual density of 9 or 10 to 1 which does not

match that of the surrounding areas.

3) Several changes to normal planning practices are being requested in order to make a very unsuitable piece of property acceptable in the eyes of the law, but without regard for the citizens who currently live in the area. It boils down, once again, to making a decision for the people of this community or for an outside developer whose only possible motive can be profit.

Thank You

Charles E. Snyder
740 Nolan Ave.
Chula Vista
California 92010

Environmental Review Board
 City of Chula Vista
 Chula Vista, Ca. 92010

Gentlemen:

In regard to the EIR report regarding the Northwest Quadrant of East J Street and I-805, I wish to make the following comments regarding "traffic safety".

First, the developer wanted to continue Nolas Ave. north across J Street into this area. This was not feasible because the slope or grade of incline is over 18% thus not legal by EIR requirements.

Now the developer plans to have an offset street north of J Street, West of Nolas Ave. This road is just behind the home on Mission Court. This again is not feasible because there would be obstructed vision within the required 500 ft for cars entering J Street from this area.

According to this report, there

Are little or no accidents on all nearby streets. Why? — because vehicles are not parked on the north side of "J" St. The parking of cars on the north side of J St will or hinder vision of East and West bound traffic.

Also, the distance from Nolan Ave to the new proposed offset street that enters this proposed development is substandard to Chula Vista's requirements.

I am a homeowner & taxpayer from this area and feel Chula Vista's standard should not be lowered just for the financial gain of one individual. I feel this report should be denied.

Norman E. Zagge
757 Nolan Avenue
Chula Vista, Ca. 92010

473 Berland Way
Chula Vista, CA 92010
August 24, 1981

Mr. Douglas D. Reid
Environmental Review Coordinator
City of Chula Vista
Civic Center
Chula Vista, CA 92010

RE: Draft Environmental Impact Report for Project
Proposed for the Northwest Quadrant of East J
Street and I-805

Dear Mr. Reid:

After reading the referenced draft, I am very concerned about the safety of children who will be walking on East J Street and find it necessary to cross the proposed project access road.

The four schools in the area - Halecrest Elementary, Hilltop Elementary, Hilltop Junior and Senior High Schools - have 3,826 students in attendance. A great number of these children will be crossing the proposed road on foot or bicycle to get to school.

With the steep grade of the project, I question the visibility that will be available to the driver on the access road as he attempts to enter onto East J Street.

Although the project is in conformance with the General Plan as regards Land Use, perhaps, a study should be conducted to determine if "Open Space" would be the more correct and safer designation for this area.

Sincerely,


Irene H. Maxwell

473 Berland Way
Chula Vista, CA 92010
24 August 1981

Environmental Review Coordinator
City of Chula Vista
Planning Department
Chula Vista, Ca 92010

Dear Mr. Reid;

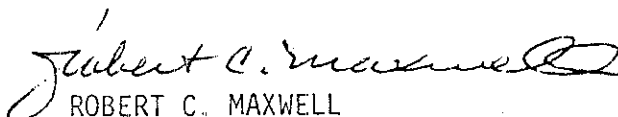
Relative to your draft of plans and analysis regarding construction of a condominium on the northwest quadrant of East J Street and I-805, I hereby submit the following personal opinions/recommendations for your thoughtful consideration:

1. Due to the steep slope of the land and the sensitive condition of the eroded land required to support the J St. overpass of I-805, as well as the fact that there is not enough land there now to support safely (in my opinion) construction of even one four bedroom house with reasonable assurance that it would not topple down onto the freeway with the slightest tremor or heavy rainfall, I strongly urge the planning commission to reconsider development of a "28 single family attached and one single family detached dwelling... with associated recreational facilities, parking, landscaping, etc .," as it would be a dangerous, foolhardy measure.

2. Furthermore, there seems to be no way to effectively minimize the adverse impact of such a sizeable construction project because there is very little land on that spot which means fill land would be required and this would be an engineering disaster. Mild seismic activity, which is quite possible, due to the nearness to the large La Nacion fault, or heavy rainfall, also quite possible and predictable would wash out the remaining land and everything with it.

3. Not only do I urge the commission not to allow this particular construction on the site, I further urge that no construction be allowed, except, heavy landscaping with thick plantings to hold back the land and keep the bridge safely intact prior to our nearing the rainy season.

Very respectfully,


ROBERT C. MAXWELL

9.2

Transcript of Public Hearing on EIR-81-5
before the City Planning Commission on
August 26, 1981

Hummelman: My name is Len Hummelman; I live at 348 East "J". I have some personal comments, but I'd like to beg everyone's indulgence by asking you to first of all permit me to play a tape recording from an interested member of the community and neighbor who is ill at this time, is unable to come, and if there are no particular objections . . .

Pressutti: As long as you identify and give the name and address for the secretary so we know who it is.

Hummelman: This is Mr. Paul Kinkaid, 715 Nolan Avenue.

Kinkaid: I reside at 715 Nolan Avenue; my name is Paul Kinkaid. I would like to be heard on the matter before your group tonight, specifically the proposed project to be located at the northwest quadrant of East "J" Street and I-805, consisting of the 20 single family, on 6.27 acres. I have appeared personally at two previous hearings before your group or a similar group, plus I was present a couple of weeks ago when Councilman Cox appeared at the site in question and personally observed and heard from the people who are concerned with this project. I have a copy of the EIR; I have reviewed it and I would like some of my remarks to be made a part of the record tonight. I regret I am unable to be here in person but I have just recently gotten out of the hospital and am unable to appear personally, as much as I would like to be here. I trust that you will hear me out and I hope that the strange feeling I have from previous meetings such as this, that I'm wrong in believing that you are setting up your tape recorder to record what my tape recorder is telling you.

As in the past, I would first like to cite my credentials, other than just a concerned resident which faces new building in the neighborhood with which I may or may not agree. I would like to state that I have served two years on the Chula Vista Safety Commission and two years on the San Diego County Community Service Advisory Board, wherein traffic safety and roads and transportation were a part of my area of concern. I am primarily concerned, as I have mentioned in my previous appearances, with the traffic safety aspect of this particular project. There are some other questions that I have raised in reading through the E.I.R. and if I may, if you'll bear with me, I'd like to go through just skimming through the pages and give some of the questions that came to my mind as I read through the E.I.R. inasmuch as the purpose of the hearing tonight is to raise questions on the contents of the E.I.R. and not necessarily of the project itself.

The first thing that comes to mind, on page A is something that most people seem to have glossed over, and that is the fact that East "J" Street as set forth here is designated as a scenic route in the General Plan and, "The view shed from this street will be significantly and negatively affected." The development of the property would result in a significant land form alteration. I invite your attention to that particular comment, it's an interesting statement.

On the next page it says, "The project will generate about 236 new vehicle trips per day. The streets and intersections in the vicinity of the project will not (I repeat, will not) be significantly affected by this increase

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Kinkaid "in traffic." I cannot believe this as I cited before my experience dealing with traffic safety matters, I don't know how many of your gentlemen, if any, have actually gone up there---we have, and as Councilman Cox has done-- and stood at the intersection of East "J" and Nolan Avenue and watched the traffic as it comes down there. Stand there for 236 vehicles going by, a total of 236 vehicles in either direction, and I invite you to notice the feeling of fear that you get even though you are standing on what is designated as a sidewalk on the northerly side of East "J" Street. There's a broad question in mind as to whether they see you, whether they're in control of the vehicle, as whether or not they're aware of the speed limit--the speed limit is 30, the critical speed is 36. I think the only people that go 36 miles an hour on that street are the fire trucks who are responding to a fire at a safe rate. Everybody else, including the skateboarders and bicyclists, exceed the critical speed. But, at the point of the juncture of East "J" and Nolan Avenue, there's a dogleg, if you will. It is not a straight road although these small maps that are included in the E.I.R. would lead you to believe that there is practically no bend in the road, there is definitely a bend, and it occurs right at the point where it is proposed to have the egress-ingress from the project coming on to East "J" Street. You cite the need for sight under "sight distance for safety"; add to the sight distance the declivity or the incline of the egress-ingress and it's my understanding that's to be a 16° incline. So, not only are you trying to get out on to a high speed thoroughfare, but you're doing it at an angle where you'd do well to see over the radiator of your car. As we get further into this, you're going to see further on that it's indicated that "J" Street is currently 33 feet wide at that point. The plans are to widen it to 40 feet. However, Nolan Avenue, which is directly across, is going to be the feeder for those people trying to get to Telegraph Canyon Road, in my opinion, not Nacion, as your E.I.R. would indicate. The E.I.R. states that Nacion is widened to 40 feet as an approved feeder street and that this will be handling the bulk of the traffic going down to Telegraph Canyon Road to get to the 805 onramp and offramp. I question, inasmuch as it's going to be much easier to come out of the new project, look left and right, quickly step on the gas, and try to get across the street onto Nolan Avenue, go down Nolan to East Millan, thence go east to Nacion and on down. But, you're going to find a couple of things involved there: One, the traffic count, at no time, was considered the normal traffic or the existing traffic rate on Nolan Avenue nor does it consider the fact that Nolan Avenue is not 40 feet wide, but only 36 feet wide. It is a single family R-1 block as most of them are around here and you will find that there's probably an average of three to four cars per household. And you're going to see that we have parking almost wall to wall from East "J" down to East Millan. Coming between those cars will be many of the small children who are playing soccer presently, baseball and are going into football, in the street. So, although your E.I.R. shows that this is not going to create a significant traffic problem, I would have to very strongly disagree with this statement. Unless you've lost the gist of the statement, I'll read it once again. "The project will generate about 236 new vehicle trips per day. The streets and intersections in the vicinity of the project (and that includes Nolan Avenue) will not be significantly affected by this increase in traffic."

Going on to the next page, page 1 of the Project Description, under "Discretionary Acts Required," it states that several discretionary acts by advisory and decision making authorities of the City are going to be

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Kinkaid required for implementation of the project. The first is the rezoning of the existing property from R-1-H (single family with Hillside Modifying District, R-1 (single family), and PC (Planned Community), to R-1-P, so you haven't done that yet and you're already going ahead and trying to address other problems. I think first, that we who have paid for the privilege and the right of living in an R-1 neighborhood should have the right to be heard on that before we talk about whether you're going to build multiple unit families, condominium, highrise motels, or what. I think we should resolve the land use first, and then go. Otherwise, you're making me feel that this is all a post facto operation and once it's been done, then you're going to say, well, we're this far along so it's a matter of, of course, we shouldn't inconvenience the developer any further. I think you ought to quit worrying about convenience to the developer and worry about the convenience of the citizens.

It even states here, "A portion of the property is owned by the City of Chula Vista and could be used for any future widening of East "J", but it would have to be sold to the developer or other arrangements made with the City if the project is to be implemented as currently planned." Obviously, that hasn't even been addressed yet. You're addressing things that are downstream before you've even started to load your boat, and I think that this is all out of order, as many things are done in the city, after the fact. The precedent is set and then you say, well, it's been done, let's get on with it, we've already burned up a lot of developer's and taxpayers' time and money. If we took these things in proper order, we wouldn't be having these problems.

On the same page it states, "Parking would be provided in two car garages for each dwelling and 16 parallel parking spaces along the private access drive." Again, if you say the average family has two cars, I question the validity of that figure any more, you're only going to have 16 spaces to handle the guests, the visitors, the door-to-door salesmen and everything else, to handle the parking for all these people from these homes. We have overflow parking up on East "J" Street and now you're getting back into the scenic view. Further on in the E.I.R. when you state that there's currently no parking being utilized up on East "J". That's because there's no need for it but as soon as you create a need, you're going to have a parking problem that not only won't quit, but it's going to be aggravated by the fact that you've got additional sight distance problems. Now when you start parking cars between the egress-ingress and the oncoming traffic from the east and the west, you're creating an even more difficult problem for people to get out of their side drives.

On page 12, item 3.4.4 "Analysis of Significance," you state, "With an average natural slope of 30% ± and the proposed intensity of land use, a significant impact will result. This effect will not be related to drainage, soils, etc., but would be primarily aesthetic in nature." I refer you back again to the fact that this is a scenic--designated scenic route on our General Plan, and if that's not aesthetic and this is not a negative impact on the aesthetics of our scenic route I don't know what is.

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Linkaid Page 17, item 3.5.4 "Analysis of Significance," you state, "The 1995 noise levels at some points on the project will exceed compatible standards. However, mandatory or imposed noise analyses will insure adequate interior noise levels and avoid significant impact." You're speaking only of day one, when they pass their building permit and go ahead and start building, from that day on, whatever changes, modifications, deteriorations, or whatever takes place, you're not going to be coming back there every three months or every six months and measuring the noise levels, and these places are going to change hands, just like every condo does, most of them are being purchased on speculation, they're going to be changing hands and any modifications are going to go by the way and nobody'll know about it except the poor little children that are growing up with hearing problems because they happen to live there without enforcement of your requirement, only on day one. Correct me if I'm wrong, please.

Page 21, item 3.9.2 "Impact" states "The project is proposed for a residential use at the lower end of the General Plan density range (about 4.6 dwelling units per net acre). The dwelling units (except the single family detached unit) are proposed to be clustered paralleling the western and southern property lines. The clusters would be in groups of 2, 3 and 4 units per cluster. This could result in some incompatible relationships with adjacent single family dwellings with structures up to 106 feet in length." Doesn't this go back to the basic rezoning of the property? Should we not have our opportunity in court for--before the proper forum--to be heard on this incompatibility relative to the rezoning of the land before we start on the incompatibility of the actual buildings that are going to be put on the land, that hasn't even been rezoned yet. This continues to bother me. I may be repetitious in bringing it up, but I want somebody to be aware of my concern, and I'm sure others share it with me.

The next item, 3.9.3 "Mitigation" states, "As has been previously described, these dwellings are front-to-back multi-level units. This, combined with the grading of the property, results in the floor level units being located well below the adjacent street or residential pad elevations. Any further reduction in any land use conflict could be accomplished through a reduction in the number of dwelling units." It's my understanding that this is not so. That there will be units sticking up above the existing grading of the lots across the street; in other words, rooftops are going to be sticking up--I've heard quotes anywhere from 6 to 16 feet--above the street level on East "J". Even if they are flush with the street level, you're still going to have a problem that I've attempted to address in the past and I'm sure it's been quickly forgotten, because of the slope of the hill, the location of the schools up the street, the small children going to school are going to have to walk up East "J" Street, therefore, somebody, probably the developer, is going to be required to put in some kind of a fence or a wall to prevent those children from falling down that slope and injuring themselves. Or, perhaps, even to keep some of these wild cars from jumping the curb and going down the hill into the homes. Maybe nobody has thought of that yet, but this is a problem that does exist and must be faced. If you build a wall or a fence there, you are going to raise the elevation of "J" Street and there goes that designated scenic view again and all the aesthetics that go with it.

In that regard, I might say, whatever happened to your original plan when they, at one time about a year ago, had actually lined off foundations for two or three single family homes, dwelling sites to be built, I believe it was about the time the interest crunch came along and it no longer became economically

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Kinkaid feasible for the developer to build, or maybe it was feasible but he just thought he could get more units in that same amount of land and more money out of it by selling more smaller units than a few big ones. I think that, again, we are the victim of a developer's economics and I don't think we should be.

And, although it may appear that I'm beating a dead horse in progressing through this E.I.R., we come to page 26 which deals with aesthetics and again, it talks about the negative impact that is going to result from this project. For example, 3.10.1 the "Project Setting" says the property has high visibility from I-805 and afford some visual relief from the increasing urbanization along 805. We're even going to affect the drivers who are coming home from work by taking away the nice greenbelt there is to look at for a short period, and giving them some more homes to look at. And, again, it points out that East "J" Street is designated as the scenic route in the Chula Vista General Plan and it is the General Plan policy that development adjacent to such a scenic route be reviewed to assure that the scenic quality of the highway be enhanced, and I have seen nothing in this E.I.R. that promises to enhance what we already have there.

It goes on to state, "The project will result in a substantial (I emphasize that, substantial) aesthetic change with native vegetation being partially replaced with structures, paved surfaces and decorative landscaping." "With the exception of the southwest corner of the property, there are no substantial breaks between the clusters of units." It seems to me the developer might even consider putting hastily built warehouses there and making even more money out of it.

I think the crux of it is summed up in the final statement of that section, that says, "The appearance of much of the project looking down at the site from East "J" Street, would largely be that of roofs, garages, concrete and AC paving," which we're getting every time we turn around. Mother Nature is fighting a tough battle but, gentlemen, we are losing it and I'm just afraid that we're losing faster than any of us can help it.

Gentlemen, at this time, as you may have guessed, I could go on and on on this same vein, but I don't feel that I'm making any progress by belaboring certain points. I do want to close with one short statement here, and that is, with reference to page 32, section 3.13.3 "Mitigation/Analysis of Significance" wherein it is stated, and I don't know by whom, but it is stated, "The project will not result in a significant traffic impact and no mitigation is necessary." Whoever believes that, I ask them to personally accept the responsibility for each and every accident that occurs at the intersection of Nolan Avenue and East "J" Street should this project be approved.

Thank you for your time.

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Hummelman: I just want to add one personal comment, those of us who discussed this beforehand, I asked that we be able to play Mr. Kinkaid's tape and then we could comment on other areas that he did not include. Just one quick comment from myself is that this traffic study was made between the hours of 1:00 and 3:00, which I cannot understand; these certainly are not peak hours. Getting out of our driveways in the morning, going to the schools, our businesses, and so forth, around 7:00 o'clock or coming home between 5:00 and 6:00 o'clock are peak traffic hours and I don't know why a study would be made for traffic density between 1:00 and 3:00 p.m. Thank you.

Pressutti: Would you request or suggest that there should be an additional traffic study at the peak hours to give us some input.

Hummelman: I would certainly think so. I don't think your 236 new vehicle trips per day is a very realistic figure. It might be for between those hours but those are not the peak hours and those are the hours that we are most concerned about.

F. Johnson: I have a question, Mr. Chairman, of Mr. Hummelman. Mr. Kinkaid mentioned about cars coming down "J" Street and going off of the street into this area. You people have lived there over the years, has there been a number of cars that have not negotiated that little dogleg and gone off the bank there?

Hummelman: I'm not too sure about going off the bank. I know right out in front of me one hit a telephone pole, and we've had several accidents and I'd like to point out, since you brought it up, sir, that not only coming down the street, as you can see you have a dogleg, but coming up the street very close to the project itself we are supposed to have, from what I've read, 500 feet of clear unobstructed visibility, and very close to the project coming up the street is a hill, which gives 200-300 feet at the most. I don't believe there have been terrible, a terrible large number of accidents in this area concerned, but there have been some. But with so many more vehicles, I wouldn't refute Mr. Kinkaid's prediction that there could be several more in the future.

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Whitmore: Gentlemen, my name is Fred Whitmore, I live at 344 East "J" Street, next door to Mr. Hummelman. I've come to one meeting prior to this and then there was a meeting before that. At the first meeting we were told that there would be no obstructions of housetops or anything across the street from us, and now, tonight I hear it might be up to 16 feet. Again, maybe he's going to put a warehouse or condominiums or something up there. I'm utterly opposed to this thing. My house is right at the corner, the southwest corner there, and that's where they're talking about putting--moving the access road from Nolan to right in front of my driveway. How am I going to get out in the street. I'm going to have 236 cars, or whatever it is, coming up out of there every day, that I've got to watch out for, that I don't have now. To me, that's a safety hazard for me.

I have a friend who works for me who lives in a condominium and he is currently selling it to the real estate people, and now, I am beginning to find out what condominiums are for. They're to let people rent them. Now we're going to have 28 condominiums over there and they're going to

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Whitmore be rented. People aren't going to care what they look like. It's not going to be an R-1 situation any more. I didn't buy that house to move in next to a bunch of condominiums. Why don't they go down on Nacion; there's a whole big area down there, they can build them down there.

Who's Mr. Reid? . . . You have two letters from Mr. Maxwell addressed to you, I think, regarding the E.I.R. Yeah, there were two letters, one of them concerning the number of children that will be walking by that street, 3,826 per day, because Halecrest is on one side and Hilltop is on the other side, so you've got kids going both ways, on bicycles and everything else, and there's going to be an awful lot of kids walking by that street.

And then another letter that he wrote to you regarding the land fill. Mr. Maxwell is unable to be here tonight, but he is also one of the neighbors, and he describes certain aspects about the land fill where a slight tremor, or even a good rainfall, could wash these things down the hill. I think those have a big aspect on the E.I.R. That concludes my comments.

. . .

Valk: Jerry Valk, 291 Camino Vista Real. Just in case the gentleman who just spoke just now, talking about the vacant lot on Nacion, in case he doesn't know, that's another 90 units that have been approved, and then another 700 plus car average transit every day. I'm going to tell you right now, the people going over to Von's from the Hilltop Vista area there, including this project he's talking about right now, they take Nacion, they take "J" and they take Floyd to get down to Von's. They don't go through the traffic signals and stop signs down at the end of Nacion and Telegraph Canyon Road and 805 and wherever it is. And I want to say, all this study has done is just jammed up a lot of people on a lot of things.

The Nacion property was a single family residence designation, and the City--Doug would back it up, if you don't mind listening in on this statement so you can correct me on it--they represented it as commercial. It was single family residence, and now we're going to wind up with 90 units there, although that's better than the 271 that they started out with.

And another thing I want to tell you right now, too, and I can't say Doug is responsible for this, but I am going to get a reading. But he said there's no school problem. No impact on the schools, and that's a bunch of junk. And I'm telling you, I know, because I've been on top of it. Doug, where did you get your reading on that? I'm just curious, particularly the high school.

Reid: The high school, this afternoon we got a count which was as of 5/29, I believe was the date. The senior high school, you're referring to?

Valk: Go ahead, senior high school.

Reid: The senior high was 1469 with a capacity of 1484.

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Valk: Mr. Johnson, you're a principal of Mar Vista, right? What's your capacity down there and what is your attendance.

R. Johnson: Mar Vista has nothing to do with . . .

Valk: It does, sir, because it's the Sweetwater School District. It does, very much, Mr. Pressutti.

Pressutti: But that's not this particular site, it's not going to impact Mar Vista.

Valk: Yes, it will. That's what I'm trying to say because it's the Sweetwater School District. Mr. Johnson, are you overloaded, or not?

R. Johnson: I don't think this does impact that, but, yes, we're filled up right now. The overall district is declining, however.

Valk: Okay, they're declining, but do you know what the declining rate is? I'll tell you right now, it's about 1.4%. But that doesn't include the 1100-1200 units going in on Watts; it doesn't include the Gersten project down here off Telegraph Canyon Road for about 400 plus or minus, overall about 2500 to 3,000 units. What I'm saying is no way that the school district--I'd like to have them sign a letter saying they aren't impacted. I'm going to tell you right now that 2500 to 3,000 more units, and they're overloaded right now. I'm telling you, people around here don't know what the hell they're doing. And that's the way I feel about it.

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Snyder: My name is Charles Snyder; I live at 740 Nolan Avenue. Mr. Kinkaid stole most of my thunder, but I'd like to make a couple of points. With regard to the traffic on "J" and the accidents. At the present time there is no curbing or sidewalks on the north side. I personally observed, at least four or five times during the 15 years I've lived there, three or four cars wide passing, because you have to slow down to turn on to Nolan Avenue, the cars are coming rapidly down "J" Street from 805. If someone comes out of a driveway, all of a sudden we have a bunch of cars. I have observed several times, if we had cars parked there we'd have had a tremendous accident. Now they can drive off the road and still get by. You're not going to have that room if you put this development in. In addition, I'm not familiar with the technicalities of your density development, but I think it's pretty obvious that if you look at the map and look at the surrounding area, the density is not the same as the surrounding area. And that's what they claim in the E.I.R. They're jammed together because it's a canyon. It's a very unsuitable place to build homes. Thank you, very much.

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Yaggie: Norman Yaggie, 757 Nolan Avenue. I really had about a 30 minute speech, but Mr. Kinkaid stole my thunder, but I do want to go on record as saying that this should be denied, because it is not conducive to that location.

petanakis: My name is George Capetanakis; I live at 770 Lori Lane. Lori Lane is quite a way from the project. I'm riding my bicycle every day to go to Rohr; my worst spot is that area. The people coming up the hill, they go fast. If there is one car parked on "J" Street I'm afraid somebody would

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Japetanakis hit me from behind. Now I feel that the plan, you have a street coming up with cars coming out in the morning, and plenty of kids are going to high school and to junior high on bicycles from all the area. They come down fast, down the hill, they like to go fast. If you have a car going up this hill, 16 degrees, plus a few cars in the street, "J" Street, you will have plenty of kids there, hit by cars; and that's my point, safety.

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Culp: My name is Chester Culp; I live at 338 East "J" Street, and I have a letter here from Mr. Johnnie Rachel and Glenda Rachel, and William A. Dunn and Kathleen Dunn, directed to you. Do you have that, a copy of that? Most of the points in this letter have been covered already. I will give you a copy of that.

I also have a personal comment of my own. I made a little traffic survey tonight, from my house, from 5:00 to 6:00 p.m., I counted about 90 vehicles in every 15 minute period, for a total of over 360. Most of these vehicles coming down "J" Street were well over the prescribed 36 mile an hour limit that it says in the E.I.R. And you can see this any day on "J" Street. Thank you.

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Short: Joy Short, 839 Halecrest Drive, Chula Vista. I have one question, and that is, with the devastation on "J" Street, which is a scenic route, how can you possibly say that this conforms to the General Plan. That Scenic Routes is a part of the General Plan.

Reid: We're talking about the land use density provision.

Short: Then why don't you say that in there, instead of saying that it conforms to the General Plan?

Reid: In the aesthetics section we've discussed Scenic Route element.

Short: In other words, this applies just to the density and not to the General Plan?

Reid: The section is entitled "Land Use."

Short: Okay. Now, your locator, figure 2, there's supposed to be R-1 lots within that development, and it's not designated.

Reid: The project boundary line blocks out the property lines; the R-1 designation is on the balance of the property there.

Short: Is it in the back, what will be in the back, then?

Reid: Yeah, the little corner at the very north end of the property.

Short: At the far end of the property. All right, now, on page 15, under 3.5.2 "Impact", "The noise associated with the use and operation of the recreational facilities will be similar to impacts from similar facilities which are a permitted accessory use in the R-1 zone." Private clubs, clubhouses, recreational facilities require a conditional use permit, according to my book, instead of an accessory use.

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Reid: Recreational facilities, such as swimming pools, spas, with the pump type of noises.

Short: I'm speaking of the clubhouse, the private non-commercial recreational facility. Will that require a conditional use permit, or be an accessory use?

Reid: Well, under these conditions, it certainly wouldn't and I don't think it would be classified as a recreational facility.

Short: It's non-commercial, it's private, it's a clubhouse.

Reid: But it does not operate in that way.

Short: You have a very strange psychology. We get lip service out of our zoning ordinances and out of our General Plan. A lot of time and energy goes into writing these things, and they're not used--they're worthless. You're not using them.

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Fedder: Maybe some of the people in Sweetwater High School do have some intelligence, after all. We love Chula Vista, we've always loved Chula Vista, we still love Chula Vista, even after tonight we're still going to love Chula Vista.

When I first came to Chula Vista about 23 years ago I lived in a little small house way down by the Castle Park area, and so I taught night school, as most of you did, too. And I taught summer school until Proposition 13 took summer school away. In other words, I worked night and day, 23 years, and I finally made it up to Nolan Avenue. I love that Nolan Avenue; that is really a nice place to live and a nice city. I worked hard to get there.

Now, listen, if you put this housing development there, and all that traffic comes back down Nolan Avenue, I'm going to be back where I was 23 years ago. But I don't think I have 23 years left to move again. I ask you, please don't do that to me. Please don't do that to me, I like that Nolan Avenue.

In that other map that you showed us a while ago, there was some area not being used. Now, if I was gonna develop that and I was going to make some money out of the deal, and I had some other property left, I would say, oh, boy, I'm gonna build this in, and then, I'm gonna use the other part, too. I wonder what we're going to do with that, when that comes up, what do you do there. That's even further down.

You can stand up on "J" Street, and throw a rock out, left handed, and it takes a half a day to get to the bottom. The inclination on that hill is tremendous, tremendous. In all sincerity, how many of you have stood at "J" Street and looked down that gulch.

Commissioners: We all have, we all have.

Fedder: God bless you, happy day. Happy day, I hope you're there the next time I go by, I'm gonna stop and talk to you about that so we can see things a little bit better. That's a long ways down there. The big houses on this side down there, particularly by that corner, out of the back yard they'll

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Fedder: almost be able to throw things on the roof of that house. If I was a kid, man, I'd have some good games planned for that house, I'll tell you.

The other thing is, too, that those people coming out of there, if that entrance off of "J" goes straight into Nolan--of course, this has been mentioned--it's murder trying to come out of there. It's murder trying to come out of Nolan. Now, I love Nolan, but it's still murder trying to come out of there in the morning, going to school. The traffic coming down that thing, it's all down hill, it's really zooming. It's murder to try to come out of there. How many of you have tried to come out of there early in the morning on a school morning. Okay, that takes care of that. The point I'm trying to make, I think is made.

A couple more things here. If you were going to try to go north, let's suppose you lived down on Montcalm, Montclair, that area, and you were gonna go north to "J", how would you go. Which street would you take to go north to "J"? Easy question, because there's only one and that's Nacion. (Put that other map up there for me again, will you please.) That's the only way you can get up there. That whole southern area, that whole southern area, when they go north, they go up Nacion. That's how they go. That traffic at the Nacion corner is absolutely murder. I'm surprised you don't have a stop light there, yet, but you will pretty soon, and it won't be too long, but it'll be there.

Now, next question. Let's suppose you were over a little bit closer to the Castle Park area, and you wanted to go north to "J", how would you go. Easy question to answer, why? Because there's only one way to go--up Hilltop. That Hilltop is like a freeway, and I love that Hilltop, of course, anything dealing with Hilltop, I love, as you well know. The traffic going north, remember that Telegraph Canyon Road, right below Hilltop Junior. That long road in there, is what. How many ways do you go north through there. None. Remember Melrose. Everybody travels Melrose, until what happens. Until you go along Melrose and you hit that Telegraph Canyon Road, and where's the rest of Melrose. Somebody goofed on this one. It's way in the world up there. What happened to the road builders then. Of course, you weren't on the board at that time, you'd have taken care of that, I'm sure. The point I'm trying to make is the only real way to go north is up Nacion, which is right up there, and all that traffic's going on East "J". If it isn't on East "J", where's it gonna go. It's not going anywhere, why, because that's all there is, East "J" through there. It's the same way with Hilltop. All that traffic, all these people that live east and west of Hilltop, they have to go to Hilltop and go up north. They could go up Third, but what happened there. There's a place called the Country Club golf course, that's why you can't get north. The point I'm trying to make, the real point I'm trying to make is I think you can see what I'm talking about. That traffic going north is on Hilltop or Nacion, and there's Nacion, right there.

One more comment, two more comments. Have you ever sat in your front yard and saw rooftops? You'd think you were crazy, weren't you. If you were sitting in your front yard and saw rooftops, you'd think you were crazy. Well, that's what those people along there are going to do. They're going to sit in their front yard and they're going to look out and see rooftops down there. Their kids are going to grow up thinking they're crazy, seeing rooftops. The only time you see rooftops is when you're on another rooftop, anybody can tell you that.

Transcript of Hearing on EIR-81-5

Fedder: I've got one last comment. After standing here looking at that situation, in all sincerity, in all sincerity. If you were trying to drive out of that condominium place and get on that busy East "J", you'd try for three times, and then you'd move, you'd actually move. It'd be murder coming out of there, just sheer murder. Thank you very much.

Pressutti: George, your name and address, please.

Fedder: George W. Fedder, 725 Nolan, and glad to be there.

o o o o

Hummelman: Len Hummelman, again, and I would just like to comment on the population density estimates in the E.I.R. report. There are going to be approximately 30 structures. I realize one's a recreation room, and so on, but let's use 30 as a round figure. And it is estimated that in these 30 structures there will be 80 people residing, and that doesn't appear to me to encompass the size of the average family, which is two adults and two children. And, in these 30 structures, approximately, we're going to have 33 new students, is the estimate in the E.I.R. report. And again, that doesn't seem to me to be a very realistic figure. From what I read in the report, the schools right now are mostly at, or close to, or over capacity. And with 30 structures we're going to have a lot more than 33 new students, and to be repetitious, as someone has already noted, what about all these thousands of structures that are being built on the other side of the freeway. The schools are going to feel a tremendous impact. Now this area, right now, is open space and there are joggers who use it, and people who walk their pets, and bicyclists, and so forth and so on, and we've already stressed the safety features, but I hope this is another aspect of it that we haven't touched upon.

o o o o

Payne: Jackie Payne. The one letter that we were going to have read wasn't read so I'll read it. It's from the Rachels and the Dunns.

"Gentlemen:

"We hereby submit for your consideration the following objection and recommendation in regard to the proposed East "J" Street condominium project.

"Section 3.9 Land Use of the environmental impact report states, 'The property is zoned R-1, R-1-H and PC.'. . . and that 'The General Plan designates this property for residential use at a density of 4-12 dwelling units per gross acre.'

"Section 3.9.4 Analysis of Significance states 'The project conforms to the General Plan and is at a similar density to that of nearby developments and any land use conflict is not substantial.' To this we must take exception.

"Zoning action will be required; Section 2.2 Discretionary Acts Required, that will allow a project to be built that does not conform to the surrounding residences. If you will study the site plan, it will become apparent that the proposed project stated to be built on 6.27 acres

Transcript of Hearing on EIR-81-5

Payne "will actually use considerably less acreage for building, and a large open space will remain, due to the requirements of the site. The site plan negates Section 2.3 Project Characteristics, paragraph 1: . . . 'The density of the project would be 4.625 dwelling units per acre.' The way they get this is 6.27 divided by 29. Although, technically, this may be correct, the actual acreage used to build upon is far less; it is approximately one-half the total acreage, making the density closer to 8 or 9 units per acre. And more than that, the recreation room was omitted entirely from the calculations.

"The existing residences are single family, one and two story homes, built on individual parcels approximately 7,000 square feet or more, and are in compliance with the General Plan with the lower density range of 4-5 units per acre. If this project is allowed to proceed as planned, the same situation will be created for the proposed residences that the citizens would like to see remain intact. The only difference would be the addition of 30 feet high apartment type dwellings in an area of single family homes and crowding of them on far less space. This situation simply creates more dollars for the developer when sold, and an unsightly addition to the neighborhood, a situation that certainly does not conform to the existing neighborhood.

"Inasmuch as the Chula Vista city has a vested interest in the property, per 2.2 Discretionary Acts Required, paragraph 3, we would like to recommend the City exercise the power of eminent domain over the developer's property and leave this parcel one of the few remaining open spaces west of I-805, so the citizens of older areas of the city may enjoy as much open space as required in newer areas."

You already have a copy, fine.

What I wanted to do then, was sum up, if it's all right.

Page A, 1.2, first paragraph, in the E.I.R. says " . . . 28 single family attached and one single family detached dwelling units." To make it correct you would have to add in there, plus one recreation center. That was left out.

1.2, second paragraph, " . . . topography . . . average natural slope . . . 30% . . . significant land form alteration. This will result in an aesthetic effect" All right, I would put in there, this will result in a very negative aesthetic effect, "which can only be reduced by a decrease in density." All right, the E.I.R. says, "can only be reduced by a decrease in density," does this mean that the E.I.R. recommends a decrease in density?

Pressutti: E.I.R.'s do not necessarily recommend, they list mitigating factors, and then when we address the actual plan we must take into consideration what the E.I.R. says should be done if we feel it is necessary. An E.I.R. doesn't direct, it just lists ways in which you can mitigate an impact.

Payne: Well, then could we add in there that citizens around there would like their density to be reduced.

Pressutti: Your words will be in here as part of this E.I.R.

Payne: Oh, okay.

Pressutti: Everything you've said today, including all those letters, this thing will

Transcript of Hearing on EIR-81-5

essutti: get fatter.

Payne: Okay, well the other thing on that same paragraph, and besides decreasing the density, I also would like to see them lower the elevations of the houses so that they can't be seen up over East "J", I'd say lower them to the elevation of Windsor Circle.

Okay, it's already covered, the Scenic Route's been very well covered, and on page A, still, 1.2, "The view shed from this street will be significantly and negatively affected." I think you should change that to say, "It will be totally destroyed." Because if the rooftops aren't blocking the view, the parking on both sides of East "J" will be blocking the view.

At night, from East "J" and Nolan all the way to Halecrest Park, you can see the city lights and even the lights of Coronado Bridge. And, by your own figures in your E.I.R., 6,375 cars pass this site daily, and they enjoy the view. Are the rights of 29 families more important than the rights of 6,375 Chula Vista citizens, their right to enjoy one of the last views in the area.

Now, there's--I have a map here--I think it's still on that same page there in 1.2, part of that land is owned by the City and it's "36 feet by 365 feet" and it goes from about Halecrest Bridge down to about Nolan. Okay, that would have to be sold to the developer if this project goes in. But I would recommend that the City designate as a lookout point for that view, or that, if you're going to sell it, sell it to the residents in the area, an assessment district where the adjacent residents will pay to provide, or to keep it as open space.

Okay, 1.2, the third paragraph, the noise on the deck areas, they say they're going to put solid barriers, at least 4 feet in height or a glass shield. Well, that would add so much to the cost of the building that buyers couldn't afford to buy them, so they're going to sit there vacant, eyesores.

The fourth paragraph talks about the sight distance. They have proposed the street to come up, the access street to come up toward Nolan, or, they say, maybe down at the very end of the project. Both sites, they admit in the E.I.R., are unsafe access sites, and they have not found any site all along that East "J" there which would be a safe access site. So, this means to me that the project can't go forward, unless they want to have an access street down on Windsor Circle, and Councilman Cox lives down there, so I don't think they're going to get it.

The fifth paragraph, "Other effects of this project can be mitigated to a level of insignificance through standard development techniques." I don't believe that. One, the recreation center, we still haven't gotten it established on whether it requires a conditional use permit or an accessory permit, or what it requires; but what it amounts to is, my house is right, it's going to be about 20 feet from that recreation center. That recreation center, as far as I know, is 24 by 24 feet, which is a large size family room. This includes a deck with a jacuzzi, and if you have 30 condos, you're going to have 60 kids, and all of them in that 24 by 24 foot room, right next to my door, playing rock music isn't going to be fun. And I say, it does

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Payne affect my environment. Some of the people that I talked to were talking about the, pumping the sewage up East "J" from the condos, and they were talking about one pump in one house costs a thousand dollars. So you can imagine what one pump for 30 houses is going to cost, especially if it needs repairs, and I don't think they should pump sewage up East "J" Street, pump it down through Windsor Circle, and see what Greg Cox thinks about it.

On page 1, 2.2, the zones disagree with the zones on the map. It's not in there where R-1 is. There are three zones, but R-1 is not on that map.

Okay, 2.3, paragraph 1, it states--we already covered.

2.3, the third paragraph, the private open space, the only private open space for the condos is these balconies, so the only place for the children to play, due to the slope of the land, is either on those balconies, or up on East "J" Street. And I really don't think that's a good choice.

All right, 2.2, that's the zone, we covered that.

3.9.2, the clusters of some condos could result in some incompatible relationships with adjacent single family dwellings. Okay, I'm glad you pointed that out, because it does.

Okay, on page 21 (see how fast I'm skippin') 3.9.3. Now this paragraph says these houses are going to be located well below the adjacent street level. Well, the floor levels are below the street levels but the rooftops and the garages are not below street level. They're from 9 to 14 feet, by my calculations, everybody has had different calculations. But anyway, they're going to be seen, and they're going to block the view.

3.9 4, that whole paragraph is wrong. The project does not conform to the General Plan, and it's not at a similar density to that of nearby development. The land use conflict is substantial, exceedingly significant land use impacts will result from the project.

5.0 Alternatives to the Project, 5.1 No Project, open space, that's the alternative I would choose.

On page 26, 3.10.2 ". . . much of the view shed will remain." That's not true. What view is not blocked by the condo roofs and garages will be blocked by onstreet parking, on both sides of East "J".

Page 27, 3.10.4, they say "maybe a greater separation between the clusters of condos will mitigate the negative aesthetic effect." Well, it's not going to help. How're you supposed to peak between the condos and the crevices to get a glimpse of the view. Why not lower the elevation of the condos, down to Windsor Circle.

3.11, the school facilities, they say the grade schools are already over capacity and I went there, and there's not room at either of them of another trailer, and even if there were, another trailer is added expense to the developer, which would be added to the cost of the condo buyers, which would mean the condos would sit vacant because no one could afford them. All you have to do is look at all the vacant condos up and down 805 and you can look at your own Town Centre and see that they're not

Transcript of Hearing on EIR-81-5

Payne selling. And you can look at the 90 that are going in down on Nacion, let them sell. If they sell, then we might think something would.

Page 28, 3.12.4 Non Significant Increase in Water and Energy Use. Now, they left out something. They say there's going to be a non-significant increase in water and energy use, but I think they mean, "if the above mitigation measures are followed." And the paragraph before that they said "put in solar water heaters, double paned windows, higher 'R' insulation." Okay, all these things to mitigate the noise and the water and energy cost all these things are really passed on to the buyer, and once again, nobody can afford to buy it.

On page 29, 3.13.1 they say, the accident rate on those streets is low. Well, I don't know what is considered low. I've seen three trucks hit the telephone pole. They had to replace the telephone pole twice. And as compared to what, and how many deaths make it a high accident rate.

3.13.1, the sixth paragraph "little or no use of onstreet parking." Right, there shouldn't be because it's a scenic highway, and we don't want parking there.

Okay, we're on the 6,375 vehicle trips per day, average daily traffic, and that's what I mainly want to emphasize the most. Six thousand citizens have more right to that view than 30 families and one developer have to some condos and I have a petition that you have there, but I want to state again what the citizens said that signed it, and we have a few more signatures, too.

"We, the undersigned, object to the building of condominiums on the canyon ridge at northwest I-805 and East "J" Street. We feel the view from that site is worth preserving. We hereby petition to have the northwest quadrant of I-805 and East "J" Street declared open space hereafter and forevermore."

Thank you.

Pressutti: Were you the final spokesman for the group?

I think so.

August 26, 1981

Environmental Review Coordinator
City of Chula Vista
P.O. Box 1037
Chula Vista, California 92010

Gentlemen:

We hereby submit for your consideration the following objection/recommendation in regards to the proposed East "J" Street Condominium Project.

Section 3.9 LAND USE of the Environmental Impact Report states the property is zoned R-1, R1-H and PC and that the General Plan designates this property for residential use at a density of 4 to 12 dwelling units per gross acre. Section 3.9.4 ANALYSIS OF THE SIGNIFICANCE states the project conforms to the General Plan and is at a similar density to that of nearby developments and any land use conflict is not substantial. To this we must take exception!

Zoning action will be required (Section 2.2 DISCRETIONARY ACTS REQUIRED) that will allow a project to be built that does not conform to the surrounding residences. If you will study the SITE PLAN it will become apparent the proposed project, stated to be built on 6.27 acres, will actually use considerably less acreage for building and a large open space will remain due to the requirements of the site. The SITE PLAN negates Section 2.3 PROJECT CHARACTERISTICS, paragraph 1 density of the project would be 4.625 dwelling units per acre. (6.27 divided by 29). Although, technically this may be correct the actual acreage used to build upon is far less. It is approximately $\frac{1}{2}$ the total acreage making the density closer to 8 or 9 units per acre. And more than that the recreation room was omitted entirely from the calculations.

Pg. 2

East "J" Street Condo Project

The existing residences are single family, 1 and 2 story homes built on individual parcels approximately 7000 square feet or more, and are in compliance with the General Plan with a lower density range of 4 to 5 units per acre.

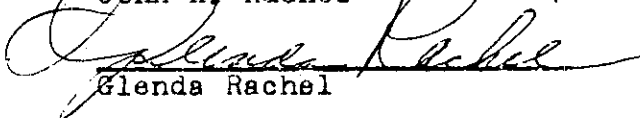
If this project is allowed to proceed as planned the same situation would be created for the proposed residences that the citizens would like to see remain intact. The only difference would be the addition of 30 feet high, apartment type dwellings in an area of single family homes and the crowding of them on far less space. This situation simply creates more dollars for the developer when sold and an unsightly addition to the neighborhood. A situation that certainly does not conform to the existing neighborhood.

Inasmuch as the City of Chula Vista has a vested interest in the property per 2.2 DISCRETIONARY ACTS REQUIRED, paragraph 3, we would like to recommend the city exercise the power of Eminent Domain over the developers property and leave this parcel one of the few remaining open spaces west of I-805 so the citizens of older areas of the city may enjoy as much open space as required in newer areas.

Respectfully,




John H. Rachel

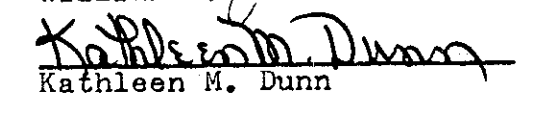


Glenda Rachel

380 East "J" Street
Chula Vista, California



William J. Dunn



Kathleen M. Dunn

374 East "J" Street
Chula Vista, California

10.0 Response to Comments

(For the response to comments on traffic issues, see the attached memo from the City's Traffic Engineer dated September 10, 1981)

8.1 Letter from C. B. and Jackie Payne

The letter includes a petition which is hereby acknowledged and referred to in the text of the final EIR. Comments in the test of the letter primarily are regarding the view shed from East 'J' Street. It is hereby acknowledged that the development plans presented at the time of the final Environmental Impact Report do reflect a lowering in the elevation of the dwelling units, which avoids the potential significant effect on the view shed from East 'J' Street which is a scenic route in the Chula Vista General Plan. The letter requests that the developer build a condominium unit at a lower level than that which is shown on the plan submitted to the City at this point in the development process. To develop the property at a lower elevation would be infeasible because of the following factors:

- 1) As the units would be lowered along the sides of the canyon the steepness of the terrain would increase and it would not be feasible to place the units at those locations without importing a significant amount of fill materials, therefore exacerbating the land form alteration.
- 2) As the units would be located at a lower level the steepness of the driveway access would be increased and therefore making more hazard the approach to East 'J' Street the only access to a public right-of-way from the project.
- 3) As the dwelling units would be lowered in elevation so would the elevation of the sewer services for the project and therefore a larger and more sophisticated pump system would be required to elevate the sewage flow to the gravity line in East 'J' Street, the only current access to a public sewer system adjoining the property.

8.2 Comments from the Resource Conservation Commission, Gary Augustine, Vice-Chairman

Basic comment is that the Environmental Impact Report is adequate and the memo goes on to identify the Resource Conservation Commission's concerns regarding implementation of the project. No further response is necessary.

8.3 Letter from Mollie J. Herrill

The letter identifies noise impacts which have been identified in the Environmental Impact Report and the concerns of this individual regarding those effects. No further response is necessary.

8.4 Letter from Charles E. Snyder

1) These comments are primarily regarding the land use questions in the consideration of the project and not environmental issues.

2) This is regarding the density of the project and only needs to be reiterated in this section of the EIR that the overall density is consistent with the adopted Chula Vista Land Use Element of the General Plan.

8.5 Comments from Norman E. Yaggie

1) The project has been revised to provide a level access point to East 'J' Street providing good visibility both to the east and the west, therefore no substantial safety problems will be created by project implementation. The obstruction referred to in the third paragraph will not be within the line of sight from the future exit point from the driveway. Good visibility will be maintained in both directions.

Regarding the accident record on East 'J' Street and the future probability of any change in that record, it can only be pointed out that East 'J' Street currently functions as a minor collector street, however, in the future it may become a major collector street with an increased volume of traffic and that accidents are likely to increase in proportion to the increase in traffic volumes. There is no special hazard that will be created by the project as it is currently envisioned.

2) The remaining comments in this letter are regarding technical engineering aspects which are not germane to this Environmental Impact Report or opinions relative to the approval or denial of the project.

8.6 Letter from Irene H. Maxwell

The primary issues identified in this letter are regarding the safety of school children walking along the frontage of the road. With implementation of the project a sidewalk will be provided along the northern side of East 'J' Street which will provide a more safe passage for children attending schools in the vicinity of the project. Additionally, the project applicant is proposing to provide a stairway near the southeastern corner of the project leading down to the private driveway so that pedestrians may use that access way to the private driveway, use the driveway northerly to its access point at East 'J' Street at the southwesterly portion of the property, thereby providing an even more safe than usual pedestrian passage along East 'J' Street.

8.7 Letter from Robert C. Maxwell

The project site has been investigated by registered engineers and registered geotechnical engineers. No substantial hazard regarding soils or geotechnical considerations was found. The balance of the comments in this letter are regarding approval or denial of the project considerations and are not germane to this Environmental Impact Report.

8.8 Transcript of Public Hearing on EIR-81-5 (Planning Commission - August 26, 1981)

Hummelman:

Pressutti:

Hummelman: No response

Kinkaid: See the attached comments from the City Traffic Engineer. All other comments from Mr. Kinkaid identify issues raised in the Environmental Impact Report as significant and for which mitigation measures are suggested. There are other issues regarding zoning procedures, the utilization of the precise plan modifying district and therefore exceptions to standard zoning regulations that would normally apply in R-1 zone. These are not environmental issues. These are issues that should be addressed in a broader scope or during hearings on the zoning matter itself.

Regarding the question of future residents being subjected to noise levels that would be incompatible with normal human living and the addition to structures within the project. It should be pointed out that although this is referred to as a condominium project that each unit has a "postage stamp lot" under its physical area and it would be impossible to expand beyond that area without the permission of the homeowners association of which the City of Chula Vista will become a party.

Additionally in this testimony there were many comments regarding the elevation of the pad or roof levels and its relationship to East "J" Street and use along East "J" Street. Those have been substantially altered in the latest development plans and those plans were developed in a response to the questions raised regarding the view shed from the East "J" Street Scenic Route.

Hummelman: The traffic counts which were basis of the traffic study for this EIR were done on a seven day basis, 24 hours a day. The peak hours identified in the traffic study, which is an appendix to the EIR and within the EIR itself, are those which have been identified by a machine count of traffic flowing on those streets. They are not individual counts taken during individual hours during the day.

The estimation of 236 new vehicle trips is based on actual counts from similar developments. The assignment of those trips to streets within the vicinity of the project has been rechecked and no modification is necessary. In any case the absolute volume of traffic coming from this development (29 dwelling units) is not substantial enough to alter any street or intersection capacity.

Whitmore: Mr. Whitmore discusses issues regarding view shed from East "J" Street and has some question regarding the height of structures. Development plan as presented during the review of the final EIR has a substantially less significant environmental impact than was identified in the draft EIR.

Other issues regarding the traffic impact have been previously discussed.

Mr. Whitmore also identifies letters from Mr. and Mrs. Maxwell, which have been previously responded to in this section of the EIR. It should be noted, however, that the transcript says that there will be 3,826 children passing in front of the project site. This is not correct. This is the number of children attending schools in the vicinity of the project and as Mr. and Mrs. Maxwell pointed out not all of them would be passing in front of the project site.

Also identified are issues regarding the soil stability of the site and again we refer the response to the letters from Mr. and Mrs. Maxwell.

Valk: Mr. Valk refers to the cumulative impact of the subject project and in addition that project which has been referred to as Hilltop Courts. The traffic from both of these projects has been added into the final EIR, so that a cumulative impact of those two projects can be evaluated. The conclusion is that both street and intersection capacities will be below that which is acceptable insofar as traffic engineering is concerned.

Additionally, the Environmental Impact Report notes that there are numerous projects to the east of the subject property that will add traffic on this portion of East "J" Street and therefore, will further reduce the level of service. It is impossible at this point in time to evaluate what the impact of those projects would be, but in a general nature, it must be recognized that there will be a lowering in the level of street services.

Mr. Valk also recognized that the cumulative impact of this project and others within the Sweetwater Union High School District and the Chula Vista Elementary School District will be significant. The specific capacity and attendance levels of the schools serving this area are identified in the transcript of the public hearing.

Snyder: Mr. Snyder discussed impacts regarding traffic which has been previously responded to in the final EIR and those responses are referred to. Additionally Mr. Snyder commented on the lack of sidewalks and curbing along the north side of East "J" Street. It is pointed out that those facilities will be constructed as part of the proposed project.

Mr. Snyder also noted that the proposed development clusters the residential units within the project site and areas most suitable for development and that the density within the development areas is

higher than the surrounding areas. The overall density, however, is similar to the single family detached development adjoining the property. Both the density of the overall project and the density of the development areas are consistent with the General Plan.

Yaggie: Mr. Yaggie expressed an opinion in opposition to the project and no response is necessary.

Capetanakis: Mr. Capetanakis identified safety problems regarding bicycles passing the area. This has been previously discussed as part of the traffic safety problem. It should be additionally noted that street widening will take place with the project and a curb and gutter installed.

Culp: The traffic counts taken by Mr. Culp are consistent with the machine counts that have been taken in the vicinity of the project.

Short: The comments from Mrs. Short primarily are regarding land use issues which are not directly related to environmental concerns and therefore no response is necessary.

The questions regarding the locational map, figure 2, in the EIR are acknowledged and the figure has been modified to provide clarity in the zoning of the subject property.

Fedder: Mr. Fedder's comments were primarily regarding traffic impacts which have been previously discussed in this section of the final EIR and those comments are referenced.

Additionally, Mr. Fedder discussed the overall circulation system for the City of Chula Vista. Any modification to that circulation element is beyond the scope of the subject property.

Hummelman: Mr. Hummelman's comments are regarding the family size and generation of students which are estimated in the Environmental Impact Report. The number of students has been previously discussed and those comments are hereby referenced. The number of students is consistent with the estimated population of the project of approximately 80 people. The population estimates in the Environmental Impact Report were based on the mid-decade census figures taken in April 1975 for single family attached and single family detached dwelling units.

Payne: Mrs. Payne identified various land use and zoning questions that have been previously identified in the testimony and therefore no response is necessary at this time.

Mrs. Payne also stated that 6,375 cars passed the project site daily. This is not correct. That average daily traffic is located on East "J" Street immediately to the east of Hilltop Drive and not adjacent to the project site.

Additional comments from Mrs. Payne discussed the access to the project from East "J" Street and identified it as an unsafe access point. The project has been modified so that the private road street grade

Leading to East "J" Street is more satisfactory and will provide a good line of sight vision in each direction on East "J" Street.

Mrs. Payne indicated that the recreational center was located about 20 feet from the westerly property line. This is not correct. The distance is approximately 60 feet.

Section 3.9.2 of the EIR was quoted by Mrs. Payne to indicate some incompatibility with adjacent single family dwellings. This is not correct. The quote was taken out of context. The finding of the EIR is that there will be no significant incompatibility with the adjoining single family residents to the west which were identified by Mrs. Payne. The opinion that the project was not in conformance with the adopted General Plan was also expressed. The density of the project is in conformance with the Land Use Element of the General Plan.

Additional comments regarding the view shed, esthetic effects, and school facilities have been previously addressed in this section of the final EIR.

September 10, 1981
File No. EY-147

To: Doug Reid, Environmental Review Coordinator
From: Gary R. Hansen, Traffic Engineer (GWH)
Subject: Response to East "J" Street Condominium Hearing Comments

I have read through the transcript of the public hearing regarding the EIR for the proposed East "J" Street Condominium Project and have identified the traffic issues. The following discussion, hopefully, clarifies some of the points raised at the hearing:

1. The EIR states the traffic volume on East "J" Street east of Hilltop is some 6300 vehicles a day while the volume on East "J" Street east of I-805 is only 3000 vehicles per day. Although we don't have a count on East "J" Street next to the project location, I would estimate the volume to be in the 3500 to 4000 vehicle per day range. The machine counts indicate that the morning peak hour is between 7:30 and 8:30 and the afternoon peak hour is between 2:00 and 3:00. The afternoon peak hour is most likely a function of the traffic generated from the Hilltop schools. The comment is made several times in the hearing proceedings regarding the counts on East "J". I feel that if this information is given to the interested parties, it may clarify some of the confusion.
2. In my opinion, the most logical route from the project to the I-805/Telegraph Canyon Road interchange is on East "J" Street and then down Nacion to Telegraph Canyon Road. I can see some of the vehicles exiting the project and using Nolan Avenue but based on the project trip generation and the distribution of these trips, it is highly unlikely that more than 50 vehicles a day would use Nolan Avenue. I am estimating the existing volume on Nolan Avenue to be 300 to 400 trips per day and therefore the additional trips should not cause a significant problem.
3. Parking can be prohibited on East "J" Street next to the access to the proposed project if a sight distance problem is created. It should be noted this is the same policy we have regarding any other driveway or street in the City.
4. I feel the EIR adequately identifies the impact of the project with relationship to the capacity of the street system. The additional traffic will not cause any capacity problems. More traffic may result in more accidents, but this is true on all other streets in the City. I see no extraordinary traffic safety hazards in the vicinity of the project.

Doug Reid

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September 10, 1981

5. The Engineering Department has concerns regarding the proposed 16% grade for the access driveway to the project. We will ensure that there is a good landing area for vehicles to wait and adequately see gaps in the "J" Street traffic.
6. The manual count of 90 vehicles in 15 minutes as given by one of the citizens is in concert with the machine counts in the area and equates to a daily volume of 3500 to 4000 vehicles.
7. We made our speed surveys using radar. The 85th percentile speed is 36 mph on East "J" Street. This means that 15% of the vehicles are traveling in excess of 36 mph. However, these speeds are very similar to other residential collector streets in the City and have not created any unusual traffic safety problems. There are always people who are going to travel in excess of the safe or posted speed on any given street and I feel the openness on one side of "J" Street (that is, the freeway crossing and proposed site) may contribute to increased vehicle speeds.
8. The traffic volumes and accident history at the intersection of East "J" Street/Nacion Avenue are well below those levels needed to justify the installation of a traffic signal. Based on the projected growth in the area, I do not realistically expect a signal to be installed at that intersection in the next 15 to 20 years.

I have tried to address the major traffic issues as best I could given the repetitive nature and erroneous statements of several of the citizens testifying at the hearing. I would be most happy to attend the next meeting in this series to provide any firsthand information that may be required or any clarification that the Planning Commission may desire.

The information that Commissioner Williams wanted is:

	<u>Average Daily Traffic</u>	
	<u>Existing (1980)</u>	<u>After Project & Hilltop Cts</u>
East "J" Street e/o I-805	3080	3140
East "J" Street e/o Hilltop Drive	6375	6590
Nacion Avenue s/o East "J" Street	3500	3760

GRH:nr

cc: Dan Waid